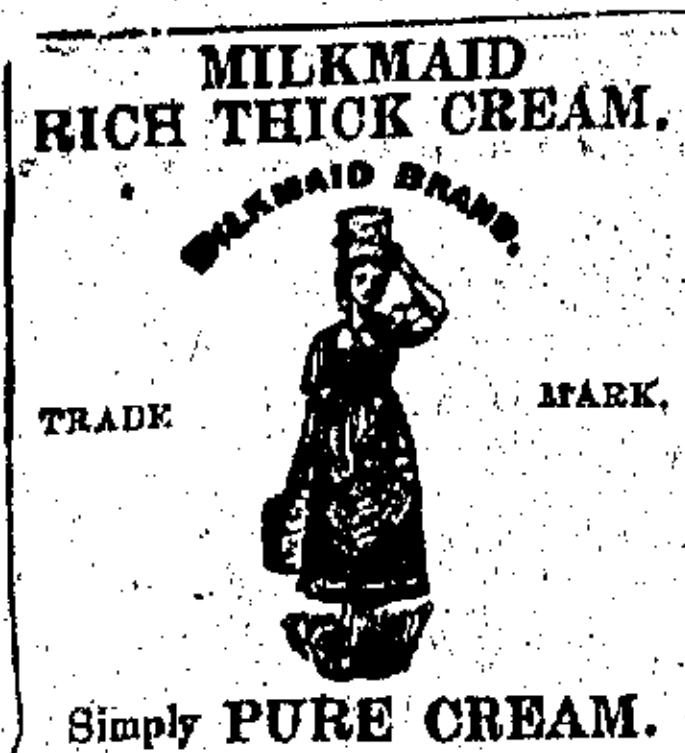




Hongkong Daily Press.

ESTABLISHED 1857

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JUST THE CAR FOR
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Price, fully equipped,
Mex \$1,600.
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4, DES VUEX ROAD CENTRAL.

No. 17,492.

號二十九百四千七萬一第

日八初月五年寅甲

HONGKONG, MONDAY, JUNE 1st, 1914

一拜禮

號一月六年三國民華中

PRICE, \$3 PER MONTH.

KNORR'S SOUP SQUARES.

HAVE YOU NOT TASTED
THEM YET?
TRY THEM TO-DAY AND
—YOU WILL ALWAYS
BUY THEM !!!

KNORR'S SOUP SQUARES are the most
useful and practical article that can be imagined.
Anyone who keeps a supply of them can at
any time prepare a splendid soup requiring
no stock. To obtain three plates of delicious
and nourishing soup, all one has to do is to mix
the contents of one square with water and boil
it for about twenty minutes. Thus one saves
time, fuel and MONEY.

F. BLACKHEAD & CO.

ICE HOUSE STREET.

Close to Kowloon Ferry Pier.

Tel. 66.

Hongkong, 5th May, 1914.

[495]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 9th December, 1913.

[1467]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTAHE, YOSHINOTANI,
NAMAZUTA, SAYO, SHINNEW
AND KAMIYAMADA Collieries.

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SAKITO AND OYUBARI Coals.

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TOKYO.

BRANCH OFFICES—NAGASAKI,
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KOBE, OSAKA KURE, TOKYO,
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SHANGHAI, HONGKONG, HANKOW,
PEKING.

Cable Address for above: "IWASAKI."
Codes: A1, A.B.C. 5th Ed., Western Union.

AGENTS—
CHINKIANG—Messrs. GRABING & CO.
MANILA—Messrs. MACDONALD & CO.
SINGAPORE—Messrs. BROWN & CO., LTD.
GLASGOW—Messrs. A. R. BROWN,
& CO. (LONDON) LTD.

For Particulars, apply
K. KATO,
Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 24th April, 1914.

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PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " 10 " "
10.00 " " 11.00 " "	" " 15 " "
11.00 " " 12.45 p.m.	" " 10 " "
12.45 p.m. to 1.15 " "	" " 15 " "
1.15 " " 1.45 " "	" " 10 " "
1.45 " " 2.15 " "	" " 15 " "
2.15 " " 3.00 " "	" " 10 " "
3.00 " " 3.15 " "	" " 15 " "

NIGHT CARS.

8.00 p.m. and 9.00 p.m.	9.30 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " 10 " "
11.00 " " 12.00 noon	" " 15 " "
12.00 noon to 1.00 p.m.	" " 10 " "
1.00 p.m. to 5.00 " "	" " 15 " "
5.00 " " 5.30 " "	" " 10 " "
5.30 " " 6.00 " "	" " 15 " "
6.00 " " 6.30 " "	" " 10 " "

NIGHT CARS as on Week Days.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 29th May, 1914.

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THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

(ARNHOLD, KARBURG & Co., GENERAL AGENTS).

OREGON PINE.

LARGEST STOCK LOCALLY.

ALL MARKETABLE SIZES FROM 1 x 12" PLANKS TO 18 x 18" LOGS.
FLOORINGS, 1 x 4", 1 x 6", 1 1/2 x 4" AND 1 1/2 x 6".
SPARS, IN LENGTHS FROM 60 TO 100 FEET.

OFFICE AND LUMBER-YARD AT CAUSEWAY BAY.
TELEPHONE No. 1710. LITTER BOX 420.
Hongkong, 20th May, 1914. [728]

THERE IS MANY A CAKE ON THE MARKET,

BUT NONE LIKE "PANGANI."

30 CTS. PER PACKET.

WEISMANN, LTD.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1 and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 481 ft.
Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

82 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses. [712]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Dining and First and Second Class Sleeping Cars, is operated between Dairen and
Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai
Direct Mail Steamer Service by the S.S. SAKAKI MARU and KOBE MARU (each Equipped
with Wireless Telegraph) as follows:—

NORTH BOUND.

SOUTH BOUND.

Connecting at Harbin with	Wagon Lift for Passenger	Station Name	Time	Connecting at Harbin with	Wagon Lift for Passenger	Station Name	Time
Shanghai (S.S. SAKAKI MARU)	Yes	Shanghai	8.10 a.m.	Shanghai (S.S. SAKAKI MARU)	Yes	Shanghai	8.10 a.m.
Dairen (S.S. SAKAKI MARU)	Yes	Dairen	11.30 a.m.	Dairen (S.S. SAKAKI MARU)	Yes	Dairen	11.30 a.m.
Changchun (S.S. SAKAKI MARU)	Yes	Changchun	2.15 p.m.	Changchun (S.S. SAKAKI MARU)	Yes	Changchun	2.15 p.m.
Harbin (S.S. SAKAKI MARU)	Yes	Harbin	5.10 p.m.	Harbin (S.S. SAKAKI MARU)	Yes	Harbin	5.10 p.m.
Manchuria (S.S. SAKAKI MARU)	Yes	Manchuria	8.10 p.m.	Manchuria (S.S. SAKAKI MARU)	Yes	Manchuria	8.10 p.m.

* Russian Train Time is 25 minutes faster than the S.M.E. Time.

The above fares do not include the Express Train Berth Fee.

THROUGH REGISTRATION OF BAGGAGE.—By the "International
Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and
the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa, and
holders of these tickets are also entitled to through registration of their baggage. Travellers
must, however, ask specially for the "International Through Passenger Traffic via Siberia"
tickets in order to secure this facility, which is not obtainable by the ordinary booking.

MUKDEN-ANTUNG LINE.—MANCHURIA CROSSING THROUGH SERVICE.—
Three-Weekly Express Service between Changchun and Fusan without change, establishing
direct link between the Trans-Siberian Express Service and the Imperial Japanese Government
most Ferry and Railway Service, reducing the journey between Manchuria and Japan by
nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and
Tokyo by rail with the exception of the short passage between Fusan and Shimoda, and
London to Tokyo in 13 days; Peking to Tokyo in 4 days.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At
Dairen, Port Arthur, Mukden, Changchun, and Hoehngsaur (the finest sea-side resort in
North China), all under the Company's management.

TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.,
Messrs. THOS. COOK & SON, REISENBUREAU DER HAMBURG-AMERICA LINE,
the Norddeutscher Lloyd, and the NIPPON YUEN KAISHA, Shanghai; from each of
whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct
from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add.: "MANCHURIA." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

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LATEST PARIS FASHION BOOKS.

Album Parisienne	\$1.20
Tupes Nouvelles	2.75
Album de Blouses	4.00
Le Chapeau Parisien	2.75
Tacon Tailleuse	4.50
Wiener Chic—Mode-Journal	3.50
Le Grand Chic	5.00
La Tailleuse	1.20
La Couturiere Parisienne	2.00

BOOKS AT 80 CENTS EACH.

THE STORY OF MY LIFE, BY
EVELYN THAW.
Sir Mortimer, by Mary Johnston.
Andrey, by Mary Johnston.
Father O'Flynn, by H. de Vere Staepoole.
Things All Scouts Should Know.
Scouting Games.
Going about the Country with your eyes open.

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Twenty Complete Works of Reference,
1,070 Pages. 80 Cents.

SCHOFIELD'S "SYMBOL-CHECK," CIPHER CODE.

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COMPILED ESPECIALLY FOR THE
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OVER 1,200 USERS,
\$10.00

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BY C. A. S. WILLIAMS,
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RUBEROID ROOFING.

THE ORIGINAL AND BEST PREPARED ROOFING.

ESTIMATES GIVEN FOR ALL
KINDS OF ROOF REPAIRS.

SATISFACTION GUARANTEED.

TELEPHONE No. 236.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Hongkong, 20th May, 1914.

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MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contralto Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's
Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants
and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water. on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	83 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready
at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK," KOBE.

	No. 1. Floating Docks.	No. 2. Floating Docks.
Lifting Power	7,000 Tons.	2,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
Max. Breadth	56 "	68 "
Max. Draft	22 "	28 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Shoelugs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

28th May, 1913.

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THE JUBILEE OF HONGKONG, being an Historical Sketch, which is added an Account of the Celebrations in 1891	FROM HONGKONG TO CANTON, BY THE PEARL RIVER
THE HONGKONG TYPHOON, Sept. 1881, 1896, Illustrated Account	Book for the Globetrotter, by Capt. C. V. LLOYD: with Maps and Illustrations
TEMPORARY MINING REGULA- TIONS IN CHINA	HONGKONG WEEKLY PRESS, half- yearly vol., bound
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	SIXTY YEARS ANGLO-CHINESE CALENDAR, 1834 to 1923
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub- lished Annually	RATES OF EXCHANGE AT HONG- KONG, English Mail days 1874- 1923
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lancashire Relief Column	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1828
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	DAUGHTER, an Anglo-Chinese Ro- manco, by Chas. J. H. Halcombe
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA	PLAN OF THE WEST RIVER
TRADE MARK REGULATIONS IN CHINA	" " VICTORIA
	" " KOWLOON
	" " PEAK
	" " NEW TERRITORY
	POWER OF ATTORNEY FORM
	MAIL TABLES for 1914

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HONGKONG HOTEL.

Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fan.
Suites on Lux.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION

All Electric Trams Pass Entrance.
One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 373.
Tel. Address: "VICTORIA."
R. H. NORTH,
Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.
A FIRST-CLASS STRINGED ORCHESTRA
Presents Selections during TEA-TIME
and DINNER daily, and at 11.15 a.m. and
5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and
is now luxuriously furnished and up-to-date
in every respect, situated in the most central
position. Large and Airy Rooms, Hot, Cold,
and Shower Baths, Electric Light Throughout,
Private and Public Bars and Billiard Rooms,
CULINARY ENTIRELY UNDER EURO-
PEAN SUPERVISION, Sanitary Arrange-
ments of the latest, HOTEL LAUNCH
MEETS ALL STEAMERS. Monthly Rates
for Tea and Dinner. Special Rates for
married families on application to
FREDERICK REICHMANN,
Proprietor.

TELEPHONE No. 187.

TELEGRAPHIC ADDRESS: "COMFORT,"
Hongkong.

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephone
in Every Room, prompt connection main-
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Fifteen Minutes from Principal Landing
Stage. Moderate Tariff and Excellent
Cuisine, Roof Garden and Social Rooms,
European Runner meets Steamers.
P. O. FEUSTER,
Manager.

VICTORIA HOTEL

SHAMEN—CANTON.

Telegraphic Address: "VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAUFFEURS PROVIDED.

Every Information and Special Attention
given to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[775]

SIEN TING.

SURGEON DENTIST.

No. 10, L'AGUILAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 20th March, 1914.

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A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 18th April, 1914.

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INTIMATIONS

A. S. WATSON
& CO., LTD.,

ESTABLISHED 1841.

AERATED WATER
MANUFACTURERS.

FORMAZONE.

A REFRESHING INVIGORATING
and PALATABLE drink particularly suited
for Tennis and Bathing Parties.

PINTS \$1 per doz. SPLITS 60 cts. per doz.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PRICE:

\$0.85 per doz. Pints. \$0.50 per doz. Splits.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in the Far East. The real charm of Stone Ginger Beer is the favour produced by partial fermentation; without this no Stone Ginger Beer can be said to be genuine.

PRICE:

\$0.85 per doz.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

PRICE:

\$1.00 per doz. Pints. \$0.60 per doz. Splits.

A. S. WATSON & CO.,
LIMITED,
HONGKONG.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.
Cable: A.B.O. 5th Ed. Lieber.
P.O. Box, 34. Telephone No. 12.

BIRTH.

MARSH.—On May 24th, at Shanghai, the wife of E. L. MARSH, M.B., D.P.H., a daughter.

HONGKONG OFFICE: 10A, DES VOUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 1st, 1914.

THE appalling disaster in the Atlantic, within six miles of the Canadian coast, casts a gloom over the whole civilised world and evokes universal expressions of sympathy which cannot but be most keenly felt. No man or woman can read the details of this terrible calamity, by which over a thousand persons were suddenly doomed to perish in the darkness of the night, without shuddering at the horror of it all. While upwards of a thousand persons are asleep in their berths, the huge caravans on which they were travelling is suddenly crashed into by a collier representing probably a deadweight of about ten thousand tons, and the great passenger liner is sunk in nineteen fathoms of water in the short space of less than a quarter of an hour. One is irresistibly reminded of the memorable disaster of April 15th, 1912, when the White Star liner, *Titanic*, while on her maiden voyage to New York

had her side torn out by a gigantic iceberg, causing her to sink in half an hour carrying no less than 1,513 persons to a watery grave. Apparently there were among the survivors from the *Empress of Ireland* some who assumed that she had met her fate in precisely the same way as the *Titanic*, for the first reports stated that she had sunk after the collision with an iceberg. It is indeed fortunate that the Captain of the *Empress of Ireland* was picked up by the rescuing parties, and that, though suffering from the effects of exposure, he has been able to give before a Court of Inquiry an account of the terrible accident. It is to be gathered from the accounts that, although the weather was misty, the collier was sighted by the *Empress* when she was two miles off, and that apparently she intended to cross the bows of the *Empress*. Then we gather that when a collision seemed inevitable if both ships continued on their course, the Captain of the *Empress* stopped and then went astern; but seeing when the *Storestad* was but a ship's length distant that a collision was still imminent, he quickly concluded that the only way to avoid it would be for the *Storestad* to go astern and the *Empress* simultaneously to go full speed ahead. The account leaves us to infer that the advice given to the *Storestad* by the Captain of the *Empress* was not followed either before the collision or afterwards, when if the *Storestad*, after plunging into the *Empress*, had continued to go slowly ahead and thus filled the hole she had created, it is probable that both ships would have remained longer afloat, and possibly the loss of life would not have been so great. But until the *Storestad's* version has been heard judgment must be suspended. Unfortunately there is no information that anybody belonging to the *Storestad* has been saved. Though in a crippled condition, the collier assisted to rescue the passengers of the *Empress*, and is reported to have picked up 350, but the later information leads us to infer that she must then have foundered with all on board. According to the official message circulated by the Canadian Pacific Railway Co., the accident occurred within six miles of Father Point, so that in her crippled condition the *Storestad* would no doubt have tried to make for the beach, as the Captain of the *Empress* vainly wished to do. We published on Saturday definite news that she sank and we can only conclude, since there is no statement to the contrary, that all on board perished—her own crew and the large number of people she is reported to have rescued from the *Empress*. Whether such calamities can ever be prevented is a question which must be left to the technical experts. The reports are silent regarding the bulkhead doors. If they were closed when the collision appeared inevitable, it apparently would have availed nothing in the circumstances, as, according to the official report, her side was ripped open from about the after funnel to the propellers, as happened in the case of the *Titanic*, so that something more than watertight bulkheads seems necessary to meet such dangers. The announcement that no fewer than 327 of the crew have been saved may suggest at first sight that not much of the spirit of sacrifice was shown on their part, but it is quite possible that fuller information of the circumstances will clear the crew of any reproach. An observant survivor declares that there was no panic among the crew and that they endeavoured to help the women. So far as can be gathered, the officers of the ship nobly did their duty in what one of the passengers has described as "hopeless circumstances," and the fact that something like three-fourths of the crew have been saved may be capable of an entirely satisfactory explanation. We do not yet know how they were saved—whether they rushed the boats or whether they were picked up out of the water. If the latter be the case, it can be well understood how so many of them were saved, for, as sailors, the probability is that they would contrive to keep afloat longer than the average passenger. Then we must take note of the statement that "the vessel lurched and everything was hurled into the sea." The crew, who would be at their boat stations, would in all probability be among the first to be hurled into the sea by this lurch, while the majority of the passengers perhaps were still in their cabins hurriedly dressing. These are questions which will, no doubt, be thoroughly investigated by the proper authorities in due course, and meanwhile we can but patiently await the pronouncements of the experts and trust that the enquiry into the circumstances of this terrible calamity may suggest still other means than those which exist to safeguard the travelling public from such appalling tragedies.

To-day (Whit Monday) and to-morrow (the birthday of H.M. King George) are public holidays.

The Hongkong cricket team is returning from Shanghai by the *Empress of Asia* due at 7 a.m. to-morrow.

The Manila Observatory reported yesterday at 9.15 a.m. a cyclone or typhoon East of Luzon, less than 300 miles distant, moving N.N.W. by N.

Preaching at St. John's Cathedral yesterday morning, the Chaplain (Rev. V. H. Copley Moyle) made a brief reference to the disaster to the *Empress of Ireland*. He said that he was sure their hearts would go out in prayer to those who were bereaved, and to those who were in doubt and anxiety about the welfare of those they loved, that they might be comforted by the Holy Spirit.

The official unveiling of the statue of the late Sir Robert Hart, Bt., took place at Shanghai on 25th May, the ceremony being performed before a large gathering by Mr. T. Raasch, Consul-General for Denmark and Senior Consul. The statue, which has been erected on the Bund, was taken from a model by Mr. Henry Pegram, of London. It is a striking representation of the late Inspector-General and has been much admired.

A NEW LOCAL COMPANY.

A new Company has just been incorporated called The Central Estate, Ltd., who have acquired Queen's Buildings, Princes Buildings and a wedge-shaped block comprising the premises occupied by the International Bank, and the property on the East side of Ice House Street, formerly owned by Sir Paul Chater and the late Sir Hornumjee Mody. The Hongkong Land Investment and Agency Co., Ltd., have been appointed general managers of the new Company.

SILVER WEDDING.

DR. AND MRS. FRANCIS CLARK.

Dr. and Mrs. Francis Clark will celebrate their silver wedding at the University to-day, and we are quite sure that their many friends will hope that, in the fullness of time, they will be privileged to celebrate their golden wedding, if not in Hongkong then in the old country.

Dr. Clark has been Medical Officer of Health of the Colony for the past nineteen years and has served on both the Legislative and the Executive Councils of Government. He has during that time taken a very active share in our social and educational life; thus for fifteen years he was Dean of the College of Medicine, and became Dean of the Medical Faculty when the College was incorporated in the University some two years ago; he has been Commodore of the Corinthian Yacht Club for the past ten years; is one of the Trustees of St. John's Cathedral, and has been, for some few years past, Deputy District Grand Master of English Freemasonry for South China.

Both Dr. and Mrs. Clark took a considerable part in the work of the A.D.C. some years ago, when Sexton, Noble, Suirdale, Grace and Balloch trod the boards of our local theatre, and many a concert has been brightened by Mrs. Clark's tuneful singing of dainty ballads.

We gather from *Who's Who* and other sources that Dr. Clark is the eldest son of the late Francis Mallard Clark, sometime chief clerk (higher division) in H.M. Civil Service (Admiralty), whose forbears for generations had been officers in his Majesty's Navy, while Mrs. Clark is the eldest daughter of the late Francis Andrews, who in the early sixties was manager of the Agra Bank in Hongkong. On the maternal side Dr. Clark (whose mother is a daughter of the late Robert H. Roe and is yet alive) can boast a long succession of golden weddings, and the following extract from a Cheltenham newspaper of 1888 is interesting:—

"On Monday last the golden wedding of Mr. Robert H. Roe, of Frome, and Mrs. Roe, was celebrated at Christ Church Lodge, Cheltenham, the residence of their daughter, Mrs. W. B. Masfield, and was attended by."

It may be interesting to mention that both the father and grandfather of Mr. Roe lived to celebrate their golden weddings; the former, the late Mr. Robert Roe, of Frome, and Newton, Mount Kennedy Co., Wexford, on the 17th April, 1854, and his wife, Mary Legge, grand-daughter of the Right Hon. J. Bilsen Legge, Chancellor of the Exchequer in the reign of George the Second; and the latter, his grandfather, Mr. Robert Roe, of Seafin, King's County, and his wife, Grace Hodgson, niece of the first Earl of Rosse, whose golden wedding was celebrated in the year 1819.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

CHINA SERVICE.

ABOLITION OF ADVISORY DEPARTMENT.

PEKING, May 30th.

The President has ordered the abolition of the Advisory Department at the Presidential offices. All the Chinese advisors will be employed in other positions, while the foreign ones will be retained until the expiration of their respective contracts.

NEW BILLS.

PEKING, May 30th.

The first two bills for consideration by the Tsan Cheng Yuan are for the retention of classical education and text books in the schools of China and for the reintroduction of posthumous titles.

AN APPOINTMENT.

PEKING, May 30th.

Liang Shi-yi has been re-elected Director-General of the Bank at the Board of Communications.

EUROPEAN SERVICE.

KAISER TO VISIT ARCHDUKE FERDINAND.

BERLIN, May 29th.

H.I.M. the Kaiser will visit the Archduke Franz Ferdinand at the castle of Konopseht on June 12th, H.E. Admiral v. Tirpitz will be in attendance, by special invitation of the Archduke, with whom he has not been acquainted before. The Austrian Heir to the Throne, himself an expert on Naval matters, desires to confer with the German Naval Secretary on nautical technicalities.

THE RUSSO-BRITISH NAVAL ENTENTE RUMOURS.

BERLIN, May 29th.

The *Berliner Tagblatt* says: British Conservative circles confirm the report that the Russian Ambassador at Paris, M. Izvolski, tried to induce Sir Edward Grey to conclude a Russo-English naval entente. In Russia the conclusion of such a treaty has been officially denied, but not the attempt.

THE ARRESTED GERMAN AVIATORS IN RUSSIA.

BERLIN, May 29th.

Photographic apparatus, found on the German aviators arrested in Russia, has been seized. A high military officer has been despatched from St. Petersburg, charged to investigate the matter.

LATER.

Russia has liberated both the German military aviators, who return to Germany forthwith. There is great satisfaction in Germany at the prompt settlement of the incident.

GREECE AND THE AEGEAN ISLANDS.

BERLIN, May 29th.

The Greek Foreign Minister said in the Chamber that Greece upholds her possession of the Aegean Islands.

THE SITUATION IN ALBANIA.

BERLIN, May 29th.

The people of Northern Albania have offered their assistance to the Prince against Essad Pasha.

ROYAL DUTCH PETROLEUM COMPANY'S DIVIDEND.

BERLIN, May 29th.

The Royal Dutch Petroleum Company, Ltd., have declared a dividend of 48% against 41% of the previous year.

DISASTER TO AN "EMPRESS" LINER.

BERLIN, May 29th.

The S.S. *Empress of Ireland*, of the Canadian Pacific Line, sank after collision, presumably with an iceberg. Details of the disaster are awaited. The vessel was of 14,000 tons reg.

BERLIN, May 30th.

The *Empress of Ireland* did not collide with an iceberg, but with a Canadian collier on the river St. Lawrence. A dense fog prevailed at the time. About 350 survivors were landed at Rimouski and more than 600 were drowned. The steamer sank within 10 minutes.

Authentic reports fix the loss of human life in the wreck of the *Empress of Ireland* at 954. 433 were saved, amongst whom are half of the crew.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

GERMAN INDUSTRIAL ENTERPRISE IN CHINA.

BERLIN, May 29th.

At a meeting of shareholders of the Deutsch-Asiatische Bank it was stated that the Bank followed very liberal lines as regards credits to firms. This was proved by their amount, Tls. 20,000,000, which it had given towards financing Chinese industrial enterprise. The position did not look encouraging under present conditions, as the Chinese refused to grant the formation of German limited companies. On the other hand, there was no inherent security in a European legal sense in Chinese companies. Therefore, it was not possible to bring any values based thereon into the German share market.

GERMAN SOCIALISTS AND THE COLONIES.

BERLIN, May 29th.

The Socialist party of the Reichstag propose to despatch soon a commission of several members to the Colonies, in order to obtain information regarding them and thus become able to form their own opinion. This means a deviation from their former course.

YOUNG TURKS AND THE ALBANIAN RISING.

BERLIN, May 30th.

The International Commissioners at Valona have discovered that the Young Turks were the instigators in the Mahomedan rising in Albania. The Commissioners demand that the Powers make representations at Constantinople. The Prince and the Italian Government have again requested the despatch of international troops for guarding the frontiers and coast.

RUSSIAN RAILWAY PROJECT.

BERLIN, May 30th.

The Russian Crown Council have adopted a bill to connect the Trans-Caucasian railway with the main line running between Moscow and Tiflis. The cost will amount to more than 100 million roubles.

OBITUARY.

BERLIN, May 29th.

Privy Councillor v. Mauser, the well-known inventor of firearms, is dead.

OIL BOOMS.

In these days when we are hearing of oil booms in Asia, holders of "Shell" shares will be interested in the following telegrams relating to some remarkable wells of the Anglo-Egyptian Oilfields, Ltd., one of the subsidiary companies of the "Shell" Company:—

April 7th: Production, week:—750 tons, being Gensah 637 tons, Hurgada 222 tons. April 8th (the following telegram was received from Gensah this morning):—"Well No. 13—drilled to 1,531 ft., have struck a gusher, telegraphing production later." Further telegram has been received from Gensah:—"Well No. 13—flowing tremendously; blew tools out of hole; unable to shut in; compelled to lay 6-in. line to well; all staff engaged thereon."

April 10th (advice from Gensah):—"Well No. 13—flowing continuously; gas pressure enormous; estimated minimum production, 800 tons daily; only saved 94 tons yesterday owing to impossibility using boiler; making special connection. Hope to have well under control to-day if north wind still continues, otherwise men cannot work."

April 14th (the following telegram has been received from Gensah):—"Production for the week ended the 12th instant from Gensah—3,313 tons, from Hurgada—242 tons. Well No. 13 now under control; unable to restrict flow to less than 2,500 tons daily; could only save 1,288 tons last twenty-four hours owing to south wind blowing gas on to boiler, necessitating whole field being shut down about half-day."

April 15th (the following information has been received from Gensah):—"Well No. 13—saved yesterday 1,728 tons; now fairly well under control; actual production restricted to about 2,200 tons."

SUBJUGATION OF FORMOSAN ABORIGINES.

20,000 MEN READY FOR ATTACK.

Subjugation operations against the aborigines are about to take place on a huge scale in Formosa. A Taipei dispatch to the *Asahi* states that General Sakuma, with his staff, left Taipei on the 14th instant for Gokanzan to assume command of the troops for the subjugation of the aborigines. The troops and police who are to take part in the grand battue are concentrating at Tientsin from various parts of the islands. The Korenko contingent, consisting of 7,400 police, will be shipped by five steamers between the 22nd and 26th instant. This contingent will be divided into two, and operations will be commenced under the command of Inspectors Nagata and Matsuyama respectively. The total number of combatants against the warlike aborigines is put at 16,000, and adding to this camp-followers, the total will come to over 20,000. The battue is expected to commence in grim earnest within a week or two.—*Japan Chronicle*.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

NEW ZEALAND AND ASIATICS.

LONDON, May 31st.

The *Daily Mail* correspondent at Christchurch, New Zealand, states that the Government will introduce legislation in June prohibiting the immigration of Asiatics.

A DRIFTING SHIP.

ST. JOHN'S, B.C., May 31st.

The *Karluk*, the ship of the British scientific expedition to the extreme north-west of America, which drifted away in some crushed ice in October last with 25 of the crew, reports that on January the crew were landed at Wrangel Island. All are well.

GREECE AND AMERICAN BATTLESHIPS.

ATHENS, May 31st.

It is denied that Greece is negotiating for the purchase of American battleships.

ADMISSION OF INDIANS INTO CANADA.

VICTORIA (B.C.), May 30th.

The Hindus have offered £100,000 in cash and property as bail to the owners of the *Komagata Maru* if they allow them to land pending the decision of the Courts. The fight will be carried to the Privy Council.

HOME TURF.

RESULT OF THE OAKS STAKES.

LONDON, May 30th.

The race for the Oaks Stakes resulted as follows:—

Princess Dorrie (W. Huxley) ... 1
Wassilissa (E. Huxley) ... 2
Torchlight (Starn) ... 3

There were 21 starters. Won by two lengths, four lengths separating second and third.

In the early stages of the race the order of running was:—Torchlight, Lancaster Lady, Dolabella. Later Dolabella took up the running from Lancaster Lady and Torchlight, with Princess Dorrie practically last. Rounding Tattenham corner, Dolabella and Daly Girl were close together. Then came Torchlight, Wassilissa and Princess Dorrie. The latter came through at a great pace and won comfortably. The time was:—2min. 39.15secs.

Militant and Cascatel did not start. Betting: 11 to 4 against Princess Dorrie; 100 to 5 against Wassilissa; and 10 to 1 against Torchlight.

The place betting was evens Princess Dorrie; the others proportionate.

HOME CRICKET.

LONDON, May 30th.

Yorkshire beat Cambridge University at Cambridge by an innings and six runs.

Hampshire beat Derbyshire at Southampton by eight wickets.

Middlesex beat Worcestershire at Lord's by an innings and 66 runs.

INVENTOR OF MAUSER RIFLE DEAD.

BERLIN, May 30th.

The death has occurred of Herr Mauser, the inventor of the Mauser rifle.

JAPANESE ABROAD.

LARGE PROPORTION IN UNITED STATES AND CHINA.

The latest official returns show the number of Japanese abroad to-day to be 331,362, which is an increase of 28,639 on the figures for the preceding year. The largest number is in the United States, including Hawaii, which is 165,198, and the second largest is 112,056 in China.

The following is a table giving the distribution of the Japanese in the principal locations:—

Location	Men	Women	Total
The South Seas	13,643	5,539	19,182
India	842	538	1,380
Singapore	2,017	2,804	4,821
Manila	3,431	846	4,277
Sydney	6,485	214	6,699
Batavia	1,143	1,274	2,417
North America	123,425	41,761	165,186
San Francisco	44,815	6,716	51,531
Seattle	12,441	2,583	15,024
Portland	5,861	788	6,649
Hawaii	56,295	2,637	58,932
South America	12,519	3,451	15,970
Brazil	4,292	3,075	7,367
Peru	5,162	219	5,381
Chili	250	16	266
Argentina	240	6	246
Mexico	2,672	165	2,837
Canada	9,615	2,637	12,252
Europe	1,051	151	1,202
Asiatic Russia	2,249	2,411	4,660
China	—	—	112,056

THE "EMPRESS" DISASTER.

HOW THE ACCIDENT OCCURRED.

GRAPHIC STORIES BY THE CAPTAIN AND OTHER SURVIVORS.

OVER A THOUSAND PEOPLE PERISHED: 150 PASSENGERS AND 327 CREW SAVED.

[THROUGH REUTER'S AGENCY.]

LONDON, May 31st.

The best account of the disaster yet received is given by a London solicitor—a Mr. Duncan. He was in bed when he heard two blasts, signifying that the vessel was stopping, and then the engines were reversed. He went on deck and found that they were in a fog. Suddenly there was a terrific crash and tearing of plates. There was no panic among the crew, who endeavoured to help the women, the male passengers handing to them their own lifebelts, but there was no time to organise anything. The vessel lurched and everything was hurled into the sea. The cries of the drowning people were terrible for a time, some fighting in death grips. Then there was an ominous silence. Mr. Duncan felt naked bodies under his feet. He was in the water an hour. The officers of the ship, he says, faced death fearlessly. Captain Kendall remained on the bridge doing his utmost in the hopeless circumstances.

MONTREAL, May 31st.

It is authoritatively stated that the weather was misty. When the lights of the collier *Storstad* were seen by the officers of the *Empress of Ireland* Captain Kendall gave the order to stop and blew his whistles. The *Storstad* answered the blasts. She was then two miles away. Captain Kendall gave orders to go astern. The *Storstad* apparently thought she could cross the bows of the *Empress*, but, suddenly plunging to starboard, she pierced the *Empress*' plates like tin, afterwards backing out, leaving a yawning gap.

THE CAPTAIN'S STATEMENT.

RIMOUSKI, June 1st.

Captain Kendall, of the *Empress of Ireland*, giving evidence at the inquest, confirmed the account given above, adding that when the *Storstad* was a ship's length distant, he megaphoned to her to go astern, and simultaneously he put the *Empress* full-speed ahead. After the collision had occurred he asked the *Storstad* to continue going ahead, in order to fill up the hole, but the *Storstad* backed out. Captain Kendall said he then tried to beach his ship, but her engines were useless. Within three minutes the ship was filling, and he ordered the boats to be launched. There was no explosion.

LOSS OF SILVER BULLION.

A million dollars' worth of silver bullion was lost on the *Empress of Ireland*.

RESCUE WORK.

One of the telegrams which reached us on Saturday stated that from a mass of confusing and contradictory reports the main facts of the disaster are believed to be as follows:—

The collier *Storstad*, of 3,561 tons, rammed the *Empress of Ireland*, which was stationary, in a fog, striking her amidships. The *Empress* sank in a few minutes in nineteen fathoms of water.

The *Storstad*, though crippled, stood by and picked up 360 people alive, while the *Eureka* and the *Lady Evelyn* rushed up and succeeded in rescuing 398 more, these being landed at Rimouski.

Twenty-two of those taken to Rimouski died from injuries received.

Captain Kendall, of the *Empress of Ireland*, was found floating on some wreckage half an hour after the disaster. (He was reported in a later telegram to be dying from the effects of exposure but this was evidently an exaggeration.)

THE DEATH ROLL.

It is officially announced that 1,032 persons were drowned.

A Montreal telegram on Saturday stated that a prominent business man of that City, Mr. G. W. Henderson, a survivor, had telegraphed that the death roll was 1,030. This closely corresponds with the official announcement made later and given above.

AMONG THE MISSING.

The passengers of the *Empress* included Mr. J. E. Cox Edwards (formerly of the Hongkong and Shanghai Bank), Mr. and Mrs. W. D. Graham, of Hongkong, and Mr. Darling of Shanghai.

Mr. Cox Edwards was rescued but he died after landing. The names of Mr. and Mrs. Graham do not appear in the list of survivors. Mr. Darling was saved by Sir H. Seton Karr forcing a lifebelt on him while he went to seek another.

The names of Sir Seton Karr, Mr. and Mrs. Laurence Irving, the Salvationist Commissioner Rees and Mrs. Rees, and the Salvationist Colonel Maidment are not in the list of survivors.

There were 160 Salvationists on board, including a crack Canadian Band. Only twenty were saved.

Many prominent English business men are also missing.

THE SURVIVORS.

A telegram received by us on Saturday stated that the Canadian Pacific Railway Company had received "roundabout reports" that all the passengers had been saved, but later came a telegram from Quebec reporting the arrival there of 398 survivors and giving the figures as follows:—

First-class Passengers	29
Second-class passengers	29
Storage passengers	101
Crew	327

Left in train at Rimouski 37

398

The revised figures, the telegram added, show that 1,367 souls were on board the *Empress*: "hence probably 934 perished."

TRAIN CONVEYING SURVIVORS TO QUEBEC DERAILS.

The special relief train carrying the survivors from Rimouski to Quebec detailed shortly after leaving Rimouski, but fortunately none of the passengers were injured.

THE "EMPRESS" PASSENGER LIST.

The official passenger list of the *Empress of Ireland*, received earlier, gave the following figures, though it was added that they were uncertain:—

First-class Passengers	28
Second-class passengers	210
Third-class Passengers	490
Crew	413

Giving a total of 1,191

THE C.P.R. OFFICIAL ACCOUNT.

The local Office of the C.P.R. Co. received yesterday the following account of the disaster:—

"The steamer *Storstad* collided with the *Empress of Ireland* about six miles N.E. of Father Point, 180 miles below Quebec. She struck the *Empress* abaft the after funnel, tearing a hole in the propellers. The steamer sunk in 14 minutes. 150 of the passengers and 327 of the crew were saved out of a total of 1,480. Reuter's are cabling a list of the saved."

WORLD-WIDE SYMPATHY.

The disaster has evoked world-wide sympathy.

His Majesty the King has telegraphed his sympathy to the Canadian Pacific Railway Co., and a Mansion House Fund has been opened.

The President of France cabled condolences to King George, and M. Viviani, Minister of Marine, telegraphed to Mr. Winston Churchill expressing the grief of the French Navy.

In the Canadian House of Commons the Prime Minister (Mr. Borden) said it was appalling that a ship carrying 1,300 passengers, within a few hours from Quebec, should sink in ten minutes. Apparently the accident was unpreventable by any means that could be devised for the safety of navigation.

Sir Wilfrid Laurier recalled that this was the third accident of the kind on the St. Lawrence since the opening of the river to navigation.

The newspapers dwell upon the profoundly disquieting fact that such a disaster is possible with a liner whose equipment and navigation were irreproachable.

The *Eureka* had fifty bodies on board.

A London telegram says that there is much indignation over the delays and contradictory announcements on Friday.

HONGKONG PASSENGERS ON THE "EMPRESS OF IRELAND."

THE FATE OF MR. AND MRS. W. D. GRAHAM.

Unhappily the latest telegraphic information received regarding the appalling disaster in the Gulf of St. Lawrence leaves little room to doubt that Mr. and Mrs. W. D. Graham are among the thousand people who have perished in the disaster. Mr. and Mrs. Graham, who have long resided in the East where they have a wide circle of friends, left for home on holiday a couple of months ago. They booked from here passages across the Atlantic in the *Empress of Ireland*. En route they had arranged to stay at Vancouver for a while with their old friend, Captain Pybus, formerly of the C.P.R. service. Mr. Graham managed the Hongkong branch of Messrs. Wilkinson, Heywood & Clark, Ltd., paint and varnish manufacturers, and also did a commission and general import business under the style of Douglas Graham & Co. He was well-known in most parts of the East and was greatly esteemed by all who knew him. He was a Justice of the Peace of the Colony, and a member of the Committee of the Hongkong Club. Mr. and Mrs. Graham lived at "Yalta," Mount Kellet, The Peak. The news that they were on board the ill-fated ship and that their names were not among the survivors came as a great shock to their many friends in the Colony, and the deepest sorrow is universally expressed. They were about fifty years of age and have no family.

MR. COX EDWARDS.

Mr. Cox Edwards, who was among the rescued, but who we regret to state has since died, had a great number of friends in Hongkong. Until a year or two ago he was on the staff of the Hongkong and Shanghai Bank, and was for some time chief accountant at the Head Office of the Bank in Hongkong. Having been left a considerable sum of money he retired two years ago. Mr. Edwards had been spending the winter in the East renewing friendships formed in most parts in China and Japan. The news received yesterday that he was among the survivors was welcomed by his many friends in Hongkong, but we regret to state that a telegram reached us last night that he died after landing.

MR. DARLING OF SHANGHAI.

The Mr. Darling of Shanghai, who was saved by Sir H. Seton Karr, forcing a life-belt on him while he went to seek another, is, presumably, Mr. M. D. A. Darling, director of Messrs. Samuel, Samuel & Co.

A few days ago, says the London *Chronicle*, a suburban friend received by post two stall tickets for a popular play. "You will never guess who sends you these," ran the anonymous note accompanying them, "but go and have a good time." They obeyed, enjoyed themselves immensely, and returned home to find their house ransacked.

HONGKONG UNIVERSITY.

THE FIRST GRADUATE.

We understand that, on Saturday evening, the members of the University Court and the students of the University were invited to witness a very impressive ceremony. The occasion was the presentation of the degrees of Master of Medicine and Master of Surgery to Dr. G. H. Thomas, who is thus enrolled as the first graduate of the Hongkong University.

It is thought probable that the First Congregation for conferring Degrees of the University will take place in 1916, when students of the Faculties of Medicine, Engineering and Arts will have completed the necessary courses of study and will be eligible for degrees. The ceremony for Saturday evening was, therefore, private in character and no academic costume was worn. His Excellency the Governor, Chancellor of the University, conferred the degrees, after Dr. Thomas had been introduced by the Dean of the Medical Faculty. Dr. Francis Clark explained the origin of the Hongkong College of Medicine and mentioned that Dr. Thomas was a Licentiate of that College. By taking a further and advanced course of study in the Faculty of Medicine of the University he had become qualified for the honour of graduation in the University. The Chancellor used the usual formula of "by virtue of the authority entrusted to me," etc., and so admitted Dr. Thomas as a medical practitioner, duly qualified to practice in London or any other part of the world. The Chancellor's remarks were most happy and suitable to the occasion. After the ceremony the Vice-Chancellor of the University (Sir Charles Eliot C.B., K.C.M.G., D.C.L., etc.) entertained a large party to dinner in the University. His Excellency the Governor proposed the health of Dr. Thomas in one of the most delightful speeches imaginable—dignified, as befitting the occasion, but for a moment lightened by a flash of wonderful humour, which served to emphasise the serious remarks which followed. Dr. Thomas, in acknowledging the honour done to him, struck a note of modesty concerning himself, and of great confidence in the University.

GIFT BY MR. ELLIS KADOORIE.

The Vice-Chancellor then made the interesting announcement that Mr. Ellis Kadoorie, whose name, he said, was well-known in connection with education in the Far East, had authorised him to state that he would present to the University a sum of \$16,000 for the salary of a lecturer on physics for the next four years. It was hoped that it would be possible, in some way, to associate the name of Mr. Ellis Kadoorie with this lectureship. It is scarcely necessary to add that the announcement provoked loud applause among the many well-wishers of the University present. Mr. Ellis Kadoorie is to be sincerely congratulated upon this latest example of his practical interest in the welfare of the Colony.

AMERICAN CITIZEN'S ALLEGED SUICIDE.

FOUND DEAD AT THE SEAMEN'S INSTITUTE.

At the Magistracy on Saturday Mr. J. B. Wood held an inquiry into the death of Fernando Valera, an American citizen of Porto Rico, formerly employed in the Canton Customs, and who was found hanging and quite dead in an out-building of the Seamen's Institute on the 15th May.

Dr. James Drummond spoke to being called to the Institute about 3 p.m. on the 14th May. In the lavatory he found a man hanging from one of the cistern supports, being suspended by a piece of linen. The man must have been dead for two hours. He did not disturb the body.

In reply to Inspector McHardy witness said the body was still warm when he first saw it.

Inspector McHardy then asked—Do you, as a doctor, think it was not your duty to cut the body down if it was warm?

Witness' reply was in the negative. Mr. Wood expressed the opinion that the doctor did quite right. The man was dead.

Inspector McHardy gave evidence as to cutting the body down and removing it to the mortuary.

William Davies, the manager of the Seamen's Institute, said deceased came to the Institute on May 12th, his board and lodging expenses having been guaranteed by the Hongkong Ladies' Benevolent Society. He understood that the Society knew something of the man.

The inquiry was adjourned for the attendance of Dr. McKenny.

EASTERN TELEGRAPH COMPANY'S REPORTS.

The revenue of the Eastern Telegraph Company for 1913 amounted to £1,462,844, from which are deducted £562,953 for ordinary expenses and £122,265 for expenditure relating to maintenance of cables, sundry differences in exchange, income-tax payable abroad, and interest on temporary loans, leaving a balance of £777,626 to which is added £23,382 brought from the preceding account, making £801,008. The directors have placed £330,000 to the general reserve fund, and recommend a final dividend of 14 per cent. and a bonus of 2 per cent., both payable on May 13, free of tax, and making a total distribution of 7 per cent. for the year. It is proposed to carry forward £226,687. By arrangement with the Indian Government and the Admiralty, the tariff between Europe and India, Burma, and Ceylon, has been reduced from 9s. to 1s. 8d. per word, as from the 1st inst. The distribution for 1912 was also 7 per cent.

The report of the Eastern Extension Australasia and China Telegraph Company for last year states that the gross receipts amounted to £738,120, against £747,230 for the previous year. The working expenses, including £63,462 for maintenance of cables, absorb £354,564, against £321,012, leaving a balance of £363,268. After deducting income-tax and interest on debenture stock, and adding £27,536 brought forward, there is an available balance of £370,817. It is proposed to distribute a final dividend of 14 per cent., making a total dividend of 5 per cent. It is also proposed to pay a bonus of 4s. per share, or 2 per cent., making a total distribution of 7 per cent. for the year 1913. The sum of £130,000 has been transferred to the general reserve fund, and the balance of £240,817 carried forward. A further sum of £201,761 has been charged against the general reserve fund on account of the cost of the Colombo-Penang cable, together with £224,245 in part payment of the new Penang-Singapore-Hongkong cables. The sum of £265,052 5s. 9d. has also been charged against the fund for partial cable renewals, together with £27,156, the loss incurred on sale of investments, and £17,260 has been credited to the fund in respect of the Tasmanian pick-up cable and stores. A revised arrangement for week-end letter telegrams exchanged with Australasia was introduced on the 1st inst., by which these telegrams are now transmitted throughout by telegraph, if it is necessary in order to secure delivery on the Tuesday, and the minimum charge is reduced from 18s. for 24 words to 16s. for 20 words. From the same date the system was extended to the Straits Settlements.

OPIUM FOR HONGKONG.

A Press communique, issued at Simla, states:—The port of Hongkong, was formerly an important entrepot for the opium trade with China, but imports into the Colony from India are now limited to the requirements of internal consumption, together with a small number of chests (150) a year which are allowed to be re-exported to certain places in the Far East other than China. The farming system previously in force in the Colony has also been discontinued, the administration of opium being now directly in the hands of the Colonial Government. It has accordingly been settled, in agreement with the latter, that the very limited quantity required (about 45 chests a month) shall be sold direct to the Colonial Government. The price paid will be the average price realised at the auction sales held in 1914. This arrangement came into force in January last, and as it necessitates a reduction, the quantity offered for sale by public auction is reduced by 420 chests in the year. A notification is being issued reducing the normal amount of monthly sales by 84 chests from August to December, inclusive.

THE BLUE FUNNEL LINE.

PRINCE RUPERT MAY BE A PORT OF CALL.

A Press message from Prince Rupert says:—The inclusion of Prince Rupert as a port of call by its fleet of trans-Pacific steamships is under consideration by Messrs. Alfred Holt & Co., operators of the Blue Funnel Line. It is understood that an arrangement will ultimately be arrived at between the Grand Trunk Pacific Co. and the Blue Funnel Line, whereby a regular service of steamers will touch at this port, following the completion of the G. T. P. transcontinental railway, the last spike of which is expected to be driven within the next few weeks.

In connection with the proposed service, an inspection of the dockage facilities at Prince Rupert has been made by representatives of the Blue Funnel Line. Special inducements will be offered the Holt Company to include Prince Rupert in the itinerary of the trans-Pacific fleet, and it is not anticipated that any difficulty will be experienced in bringing about the inauguration of a first-class freight service between this port and the United Kingdom, via the Far East.

In the event of the Blue Funnel Line deciding to touch at Prince Rupert, it is understood that the present fleet of steamers operating between Liverpool and Victoria will make regular calls there, both inwards and outwards.

With the G. T. P. transcontinental railway in operation Prince Rupert will become the export terminal for the entire grain crops of Northern Alberta and Saskatchewan. Prince Rupert will also be the distributing centre of a tremendous area, and with a fast line of freight steamers in operation, the prospects of building up a big trade with the Orient and United Kingdom appear to be very bright.

INTIMATIONS

CHS. J. GAUPP & CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD..

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

134

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

CANTRELL & COCHRANE'S DRY GINGER ALE.

THE IDEAL DRINK DURING THE

HOT WEATHER, EITHER ALONE

OR WITH SPIRITS. MUCH HARM

IS OFTEN DONE BY TAKING CHEAP

AND IMPURE MINERAL WATERS;

IT PAYS IN THE END TO TAKE

ONLY A PRODUCT THAT IS

GUARANTEED TO BE PURE.

SEND FOR A FREE SAMPLE.

121

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unqualified by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.



1071

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 18.
Telegraphic Address: "DAILY PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

AGENT Wanted to secure indents shipped through English Merchants, for old established Petroleum Lamp and Gas Fittings House. Address full particulars to S. P. CATTERTON & SONS, Ltd., London, S.E. [769]

NOTICE

NOTICE IS HEREBY GIVEN of the retirement from our Firm of MR. HERBERT BENT, whose Interest and Responsibility therein CEASE as from This Date.

T. E. GRIFFITH, Ltd.
Canton, 1st June, 1914. [770]

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTICE

THE Special Summer Services of through First Class Cars have now commenced.

FARE 10 CENTS
Between WHITNEY STREET and the NEW HAPPY VALLEY TERMINUS every 10 minutes.
First Car 4.00 P.M. Last Car 9.30 P.M.
Between POST OFFICE and QUARRY POINT every 15 minutes.
First Car 4.00 P.M. Last Car 10.30 P.M.

BATHING

At North Point on and after SATURDAY, June 6th, Bathing Tents will be provided by the Tramway Company and a Refreshment Booth by Weissman & Co.

BAND NIGHTS

A Military Band will perform at North Point on SATURDAY, June 6th, from 9 to 11 p.m., and a newly cleared space will be illuminated. The dates of (subsequent) Band Nights will be notified by advertisement on the Cars.

BY ORDER,
General Manager.

Hongkong, 1st June, 1914. [771]

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913,

IN THE MATTER OF THE HEUNG NAM HOTEL COMPANY, LIMITED (IN LIQUIDATION).

THE CREDITORS of the above-named Company are required on or before SATURDAY, the 27th day of June, 1914, to send their names and addresses, and particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to the Undersigned, the Liquidator of the said Company; and further, if so required by notice in writing, personally or by their Solicitors or Representatives, to come in and prove their said debts or claims at such time and place as shall be specified in such Notice, AND NOTICE IS HEREBY GIVEN that in default thereof such Creditors will be excluded from the benefit of any distribution before such debts are proved.

Dated at Hongkong, this 30th day of May, 1914.
J. HENNESSEY SETH,
Liquidator. [772]

NOTICE TO CONSIGNEES.
FROM EUROPE.

THE H.A.L. Steamship
"SEGOLIA"
Captain Geissel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 5th June will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 5th June, at 9.30 a.m.
No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex.s.s. "Rhaeta" from Pooten.
Ex.s.s. "Castor" from Abus.
Ex.s.s. "Jari" from Abus.
Ex.s.s. "Lundig" from Norrköping.
Ex.s.s. "Margareta" from Bordeaux.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 30th May, 1914. [773]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"KHYBER"
Arrived Hongkong on 30th April, 1914.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DODGINS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 30th May, 1914. [1]

INTIMATIONS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), the 1st June.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 30th May, 1914. [764]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), the 1st June.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 30th May, 1914. [765]

A. S. WATSON & CO., LIMITED.
NOTICE TO SHAREHOLDERS.

A DIVIDEND on Account of the year 1913 of SEVENTY CENTS per Share will be Payable at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 28th May, 1914, on Warrants to be obtained at the Company's Offices.

The Dividend will also be Payable at the HONGKONG AND SHANGHAI BANK, Shanghai, on and after the same date.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [763]

THE HONGKONG ICE CO., LIMITED.

SHAREHOLDERS are reminded that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Limited, No. 16, Pedder Street, on WEDNESDAY, the 3rd day of June, 1914, at Noon, in accordance with the Notice which has already been sent to Shareholders, and they are FURTHER REMINDED that it is proposed, in view of the 3rd June next being a Public Holiday, to adjourn such Meeting to the same time and place on the following day, when the business of the Meeting will be proceeded with.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 27th May, 1914. [746]

NOTICE

REDUCTION IN PRICE OF GAS.

THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking or Power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.
By Order of the Directors,
GEORGE CURRY,
Local Secretary.
Hongkong, 21st May, 1914. [757]

LIFE INSURANCE.

THE advice of Mr. E. P. HENDERSON, I.C.S., Ltd., is available as to Insurance of every kind save Marine on the conditions stated in his pamphlet, copy of which can be had on application, by all persons (not connected with Insurance business) who apply to him for it. He is now in a position to secure world-wide Policies from one of the leading Life Insurance Companies for residents of Hongkong at home rates. In the past 14 years Mr. HENDERSON has been consulted over 17,000 times, and has placed Life Policies insuring approximately 7 million pounds sterling. 42, Leinster Gardens, London, W. [762]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision. Address—**NOMURA HOTEL**, 15, 16 and 17, Connaught Road. Telephone No. 400. Hongkong 2nd December, 1913. [738]

NOTICES OF FIRMS

NOTICE

WE HAVE admitted Mr. PUN WAN KOCK and Mr. PUN KIK PO as Partners in the Company as from the 15th day of May, 1914.

The Management of the Firm will remain as hitherto, and Mr. PUN WAN KOCK will also Sign for the Firm.

UNION TRADING CO.,
16, Des Vaux Road, Central.
Hongkong, 28th May, 1914. [752]

NOTICE

NOTICE IS HEREBY GIVEN that the Business and Goodwill of the Firm of ARTHUR NILSSON & COMPANY, carried on by WEI A. YUK at York Building, Clatter Road, Hongkong, under the style or firm-name of ARTHUR NILSSON & COMPANY, has This Day been acquired by A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.), a Company duly registered in Stockholm in accordance with the requirements of the laws of the Kingdom of Sweden.

Dated this 23rd day of May, 1914.
A.B. THE SWEDISH TRADING COM.
PANY IN CHINA (LTD.),
A. NILSSON,
Managing Director.

NOTICE

WE HAVE This Day REMOVED our Office from Queen's Building to YORK BUILDING (Top Floor), Clatter Road. A.B. THE SWEDISH TRADING COM. PANY IN CHINA (LTD.),
(Incorporated in Sweden).
A. NILSSON,
Managing Director. [743]

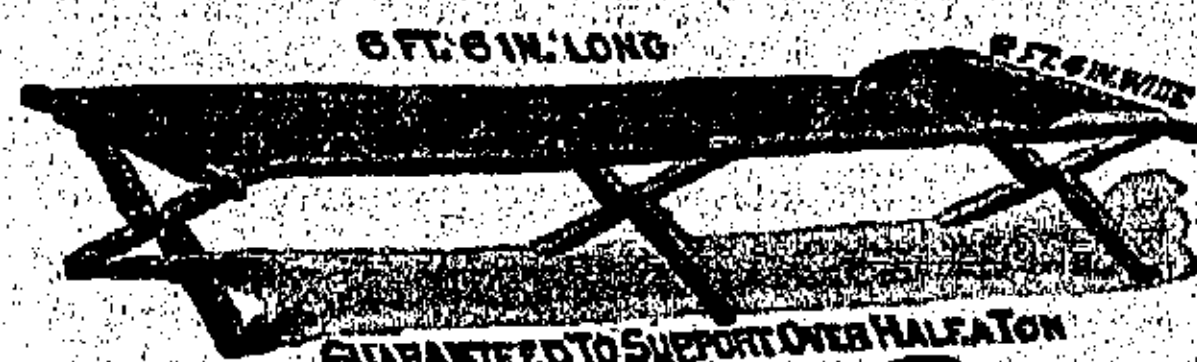
INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 97).

FOLDING CANVAS BEDS.

OPEN



CLOSED

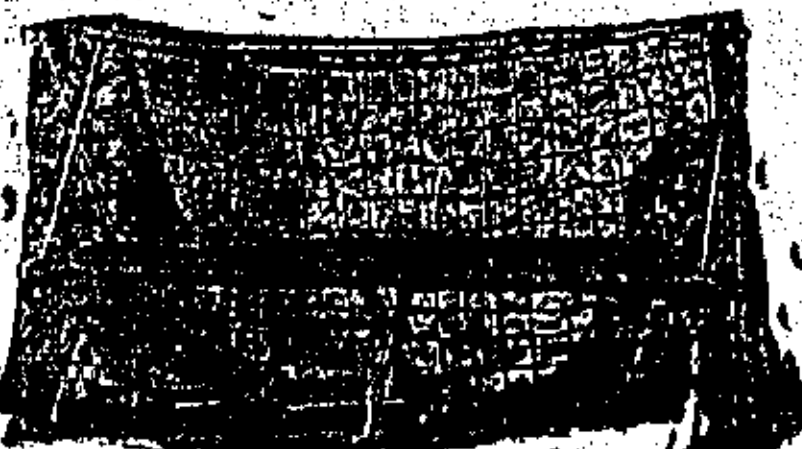
EACH

\$7.50

EACH

MOSQUITO FRAME AND CURTAIN.

LIGHT



COMPACT

AND

AND

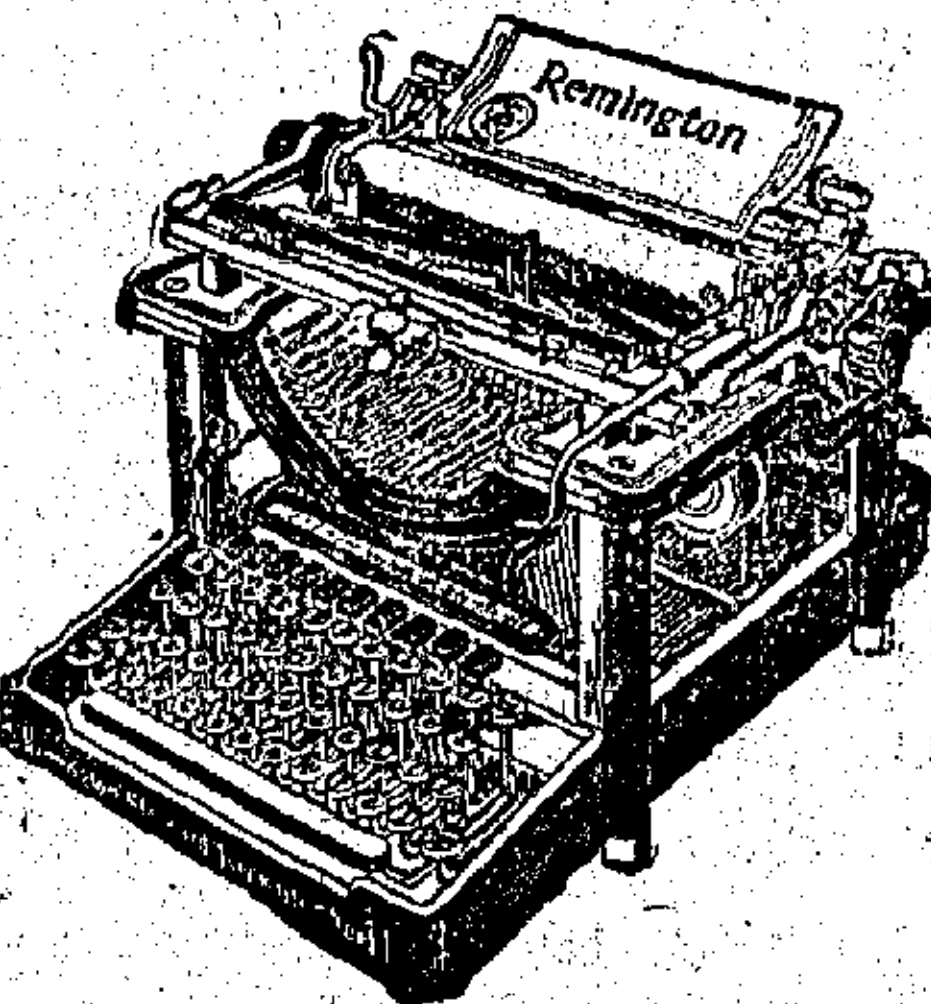
STRONG.

PORTABLE.

COMPLETE \$13.50 COMPLETE

LANE, CRAWFORD & CO.

[39]



THE NAME REMINGTON STANDS FOR

The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.

The Largest Selling Organization of any concern in the Typewriter Business. From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters"—FIRST AND ALWAYS.
Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY
(Incorporated).

SIEMSEN & CO., SOLE AGENTS for
Hongkong, Canton, South China and Formosa [54]

HAVE YOU USED

KAMINIA OIL?

(Registered).

THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural color, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE 80 Cents a bottle, nett.

Can be had from all Universal Proprietors and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors:—

KAMINIA PERFUMERY COMPANY,
Bombay, India. [667]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions. Floorings—Sixes to Order. Philippine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application.
Telegrams—Rosewood. Telephone No. 1463. (P.O. Box No. 839.)
Hongkong, 2nd May, 1914. [652]

WANTED.

REGULAR supplies of Hongkong and other used

POSTAGE STAMPS.

Any quantity. Highest references and prompt replies.
F. COOMBE BAKER, Rotterdam, Eng. [580]

WANTED.

IN an Architect's Office, a YOUNG EUROPEAN of good Education and with a taste for drawing as articulated pupil. Premium required, which will be repaid as Salary.

Apply—
"O.P.Q."
Care of "Daily Press" Office.
Hongkong, 28th May, 1914. [764]

ENTERTAINMENTS

HIPPODROME
CIRCUS AND MENAGERIE.

LAST WEEK! LAST WEEK!!
TO-NIGHT! 9.15 P.M. TO-NIGHT!!

AND EVERY EVENING INCLUDING SUNDAY.

LOCATION: CAUSEWAY BAY.

SUCCESS AT A BOUND.

MARVELLOUS MARLO. THE HUMAN FROG.
LA BELLE DE MARLO.
THE BONELESS WONDER.

LAST MATINEES—WEDNESDAY AND SATURDAY, AT 4 P.M.
Children Half-Price to Matinee only.

BOX PLAN AT ROBINSON PIANO Co., Ltd.

Special late Trams after every Performance.

Hongkong, 1st June, 1914. [660]

PUBLIC AUCTION.

GEO. P. LAMMERT,

AUCTIONEER, SHARE AND GENERAL BROKER.

A VALUABLE COLLECTION OF
ANTIQUE CHINA AND CURIOS.

(Just arrived from the North, being the property of the well-known collector, Mr. LIAN VEN KEE).

THE Undersigned has received instructions to Sell by Public Auction,

ON

THURSDAY, FRIDAY AND SATURDAY,

THE 4TH, 5TH AND 6TH JUNE, 1914, COMMENCING EACH DAY AT 2.30 P.M., AT HIS SALES ROOMS, DUDELL STREET.

A VALUABLE COLLECTION OF
ANTIQUE CHINA AND CURIOS.

from SUNG TO MING DYNASTIES and KANGHI TO TOWKWANG PERIODS.

Comprising:—

3-COLOURED and BLUE and WHITE VASES, PLATES, BOWLS and FIGURES, etc.

SANG-DE-BEUF VASES, WHITE "GODDESS OF MERCY" (MING).

OLD GOLD INLAID BRONZES (MING).

FINE CRYSTAL VASES and SNUFF BOTTLES.

PORCELAIN and AGATE SNUFF BOTTLES.

GREEN and RED JADE ORNAMENTS.

OLD LACQUERED SCREENS with 5-COLOURED DECORATION and BLACKWOOD SCREENS with BLUE and WHITE and 5-COLOURED KANGHI and KIENLUNG PORCELAIN PLACQUES, PORCELAIN PICTURES INLAND IN WOOD, etc.

A FEW PIECES OF FINELY CARVED SOOCHOW RED WOOD.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

Catalogues will be issued.

On View from TUESDAY, the 2nd June.

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 30th May, 1914. [767]

AUCTION

G. P. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held TO-MORROW (TUESDAY), the 2nd day of June, 1914, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Shanghai Street, Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurement (Approximate).	Contents in Square Feet.	Annual Rate.	Unit Price.
No. 1237.	No. 1237.	North of Kowloon, between Shanghai Street, Mong Kok.	feet feet feet feet feet feet	72 72 105 105 7,500 about	80 3.70	

[741]

INTIMATIONS

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vaux Road Central (First Floor).

Telephone No. 650.
Hongkong, 15th May, 1914. [710]

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).
Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.

Just Received:

POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 20th March, 1914. [503]

TO LET.

From 1st May, 1914.

N.O. 104A, THE PEAK, FURNISHED.

Apply to—
S. J. DAVID & Co.,
Princes Buildings,
Hongkong, 7th February, 1914. [564]

TO LET

TO LET

From 1st July, 1914.

IN CANTON on SHAMEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong.

Hongkong, 7th May, 1914. [678]

TO LET.

PART of 1st FLOOR, 25, Des Vaux Road Central. Immediate Possession. Also 1 MOTOR BOAT for Sale.

Apply—
DRAGON CYCLE Co.,
Hongkong, 30th May, 1914. [761]

TO LET.

N.O. 20, BELLIOS TERRACE newly painted and colourwashed.

From 1st June, 1914, 55, ELGIN TERRACE, newly painted and colourwashed.

No. 12, BEACONSFIELD ARCADE, Shop, No. 5, MOUNTAIN VIEW. Newly painted and colourwashed. From 1st April, 1914.

No. 7, MOUNTAIN VIEW.

No. 7, STEWART TERRACE, PEAK.

No. 19, SHELLEY STREET.

To Let, Furnished, for one year, from 1st May, 1914.

"BOGATE," Austin Road, Kowloon Unfurnished.

FOR SALE.

Wm. Johnstone & Co.
The Wine Merchants of the East.

NAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
(SOLE AGENTS IN HONGKONG)
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

NEW CARTRIDGES.
BY popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER AND CHILLED SHOT. From No. 10 to 88SG. at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES AND AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 16th April 1914. (559)

SINGON & CO.
ESTABLISHED A.D. 1880.
IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings, General Storekeepers and Shipchangers. Nos. 35 and 37, HING LOOING STREET (2nd St. West of Central Market).
Telephone No. 515. (45)

WHITELEYS
THE LARGEST
BRITISH STORE
IN THE WORLD
Illustrated General Catalogue (1,250 Pages) Mailed Free
WHITELEYS LONDON & W
BY SPECIAL APPOINTMENT TO H.M. THE KING
WM. WHITELEY LTD.

STUHR'S
Caviare
FILLETED ANCHOVIES
(in Bins)
ANCHOVY PASTE.
Sold by all High-Class Provision Dealers.
G. F. STUHR & CO., Hamburg.
Imports through European Exporters only.

SANTAL MIDY
These tiny Capsules — superior to Copalaba, Eubens, and Injections — CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.
Each Capsule bears the name.
PARIS, 8, rue Vivienne
Sold by all Chemists.

HONGKONG GYMKHANA CLUB.

INTERESTING RACING AT THE SECOND MEETING.

There was plenty of good racing at the second meeting of the Gymkhana Club, but the threatening weather had an obvious effect upon the attendance, which included H.E. the Governor and the Misses May. The fields were also fairly numerous, and with the favourites not always running up to expectations, the element of doubt produced the necessary excitement. The patrons were:—H.E. the Governor, H.E. Vice-Admiral Sir T. H. M. Jorram, R.N., K.C.B., H.E. Major-General F. H. Kelly, C.B., and Commodore R. H. Anstruther, R.N., C.M.G. The Committee consisted of the Stewards of the Hongkong Jockey Club (ex-officio), Hon. Mr. D. Landale, Mr. H. J. Gedge, Mr. H. P. White, Capt. C. V. de G. Edey, and Mr. G. K. Hall Brutton. The officials were:—Judge: Mr. G. H. Potts; Handicapper: Mr. R. F. C. Master; Starter: Mr. H. J. Gedge; Timekeeper: Mr. M. S. Sassoon; Clerk of the Scales: Mr. A. Charlton. Details:—

THREE-QUARTER MILE RACE.—For subscription griffins of the season 1913-14, which have not won an Official Race. Weight for inches as per scale.
Dr. Forsyth's Lorenzo, 160lb (Mr. Pope) 1
Mr. Brutton's Brympton, 160lb (Mr. Knoll) 2
Messrs. Lowe and Hickman's Dunin, 155lb (Mr. Hickman) 3
Mr. Norman's Brown Boy, 160lb (Mr. Gegg) 0
Mr. Billiard's Fluke, 149lb (Mr. Hastings) 0
Sir Henry May's Picorthie, 149lb (Mr. Sedgwick) 0
Mr. H. G. Gray's Springwood, 152lb (Mr. Clarke) 0
Dunin ran away and went round the course once before settling down. The order at the start was Brympton, Brown Boy and Dunin, with Lorenzo last. Dunin went to the front at the rock, with Brympton behind and Brown Boy third, and Lorenzo rushing into fourth place. The same order was maintained at the village bend. Entering the straight Brympton again went to the front followed by Brown Boy and Lorenzo. In the run for home Lorenzo went to the front and won by three lengths, one length separating Brympton and Dunin. Time: 1min. 35 3-5secs.

Cash Sweep.
Ticket No.
Winner: \$274.50
1, 15.00 1, 6, \$352.80
2, 12.30 2, 3, 100.80
3, 7.10 3, 5, 50.40

TEST-PEGGING in Pairs:
Messrs. C. Lawder and R. F. C. Master 1
Lieut. D. McGillicie and Lieut. R. K. C. Pope 2
Messrs. F. W. Thicknesse and W. H. Hastings 3

Cash Sweep.
Ticket No.
Winner: \$12.70
1, 9.20 1, 165, \$562.05
2, 12.80 2, 123, 150.30
3, 9.80 3, 23, 75.15

GYMKHANA STAKES.—Value \$300. Distance one mile. For all China ponies. Catch weights at 10st. 6lb.
Mr. E. Kadoorie's Roman Chief, 149lb (Mr. Pope) 1
Mr. J. C. G. Ferguson's Vadeem, 147lb (Mr. Sedgwick) 2
Sir Paul's Monarch Dahlia, 146lb (Mr. Knoll) 3
Mr. Brutton's Joss Mighty, 151lb (Mr. Hastings) 0
Mr. D. Landale's Dumfries, 151lb (Mr. Beith) 0
Mr. N. J. Stabb's Mallard, 150lb (Mr. Master) 0
Mr. Norman's Soi Kwai, 152lb (Mr. Gegg) 0
Mr. W. R. Richardson's Crown Aster, 150lb (Mr. Hickman) 0
Vadeem, Dumfries and Soi Kwai were the leaders at the start with Mallard fourth. The same order prevailed at the bend, but going past the rock Soi Kwai was leading. Then the leaders bunched, and an exciting race ended in Roman Chief winning by half a length from Vadeem with Monarch Dahlia one length behind.

Cash Sweep.
Ticket No.
Winner: \$23.80
1, 8.80 1, 185, \$567.00
2, 15.80 2, 2, 162.00
3, 8.80 3, 157, 81.00

A CLASS OF LADIES' NOMINATION. Three Furlongs Scurry.—For China ponies, subscription griffins of any season and *bona fide* Polo ponies certified as such by the Secretary Hongkong Polo Club and which have been regularly played prior to the 5th May, 1914. Catch weights 155lb. Ponies to be nominated by a lady.

Mr. E. Shellin's Tango, Mrs. Shellin, 162lb (Mr. Knoll) 1
Mr. Billiard's Fluke, Miss D. Gordon, 155lb (Mr. Hastings) 2
Mr. Brutton's Brympton, Mrs. Evan Jones, 162lb (Mr. Pope) 3
Mr. D. Landale's The Cat, Miss Cunningham, 162lb (Mr. Beith) 0
Mr. Thomas' Pegasus, Mrs. Hynes, 162lb (Mr. Sedgwick) 0
Mr. Gilpin's Candy Kid, Mrs. Shellin, 155lb (Mr. Ferguson) 0
Mr. H. C. Gray's Springwood, Mrs. Hay, 155lb (Mr. Clarke) 0
Messrs. Lowe and Hickman's Dunin, Mrs. Hickman, 155lb (Mr. Hickman) 0

Dr. Forsyth's Lindsay G. Mrs. Forsyth, 155lb (Mr. McGillicie) 0
Won by a length after leading all the way. Candy Kid was last.
Time: 44 4-5secs.

Cash Sweep.
Ticket No.
Winner: \$16.70
1, 7.10 1, 189, \$664.65
2, 15.40 2, 147, 189.80
3, 9.50 3, 181, 94.85

B CLASS OF LADIES' NOMINATION. Three Furlongs Scurry.—For China ponies, subscription griffins of any season and *bona fide* Polo ponies certified as such by the Secretary Hongkong Polo Club and which have been regularly played prior to the 5th May, 1914. Catch weights 155lb. Ponies to be nominated by a lady.

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GOING AND RETURNING WITHIN PERIOD 1ST JUNE-31ST OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.
Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below.
The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	HONGKONG LEAVE	NAGASAKI ARRIVE	KOBE ARRIVE	YOKOHAMA ARRIVE
1 June	4 June	6 June	11 June	12 June	14 June	16 June	18 June
3 June	6 June	8 June	13 June	14 June	16 June	18 June	20 June
5 June	8 June	10 June	15 June	16 June	18 June	20 June	22 June
7 June	10 June	12 June	17 June	18 June	20 June	22 June	24 June
9 June	12 June	14 June	19 June	20 June	22 June	24 June	26 June
11 June	14 June	16 June	21 June	22 June	24 June	26 June	28 June
13 June	16 June	18 June	23 June	24 June	26 June	28 June	30 June
15 June	18 June	20 June	25 June	26 June	28 June	30 June	2 July
17 June	20 June	22 June	27 June	28 June	30 June	2 July	3 July
19 June	22 June	24 June	29 June	30 June	2 July	3 July	5 July
21 June	24 June	26 June	31 June	2 July	3 July	5 July	7 July
23 June	26 June	28 June	3 July	3 July	5 July	7 July	9 July
25 June	28 June	30 June	4 July	4 July	6 July	8 July	11 July
27 June	30 June	2 July	5 July	5 July	7 July	9 July	13 July
29 June	2 July	3 July	6 July	6 July	8 July	10 July	15 July
31 June	3 July	4 July	7 July	7 July	9 July	11 July	17 July
3 July	4 July	5 July	8 July	8 July	10 July	12 July	19 July
5 July	6 July	7 July	9 July	9 July	11 July	13 July	21 July
7 July	8 July	9 July	10 July	10 July	12 July	14 July	23 July
9 July	10 July	11 July	11 July	11 July	13 July	15 July	25 July
11 July	12 July	13 July	12 July	12 July	14 July	16 July	27 July
13 July	14 July	15 July	13 July	13 July	15 July	17 July	29 July
15 July	16 July	17 July	14 July	14 July	16 July	18 July	31 July
17 July	18 July	19 July	15 July	15 July	17 July	19 July	2 Aug
19 July	20 July	21 July	16 July	16 July	18 July	20 July	4 Aug
21 July	22 July	23 July	17 July	17 July	19 July	21 July	6 Aug
23 July	24 July	25 July	18 July	18 July	20 July	22 July	8 Aug
25 July	26 July	27 July	19 July	19 July	21 July	23 July	10 Aug
27 July	28 July	29 July	20 July	20 July	22 July	24 July	12 Aug
29 July	30 July	31 July	21 July	21 July	23 July	25 July	14 Aug
31 July	1 Aug	2 Aug	22 July	22 July	24 July	26 July	16 Aug
1 Aug	2 Aug	3 Aug	23 July	23 July	25 July	27 July	18 Aug
3 Aug	4 Aug	5 Aug	24 July	24 July	26 July	28 July	20 Aug
5 Aug	6 Aug	7 Aug	25 July	25 July	27 July	29 July	22 Aug
7 Aug	8 Aug	9 Aug	26 July	26 July	28 July	30 July	24 Aug
9 Aug	10 Aug	11 Aug	27 July	27 July	29 July	31 July	26 Aug
11 Aug	12 Aug	13 Aug	28 July	28 July	30 July	1 Aug	28 Aug
13 Aug	14 Aug	15 Aug	29 July	29 July	31 July	2 Aug	30 Aug
15 Aug	16 Aug	17 Aug	30 July	30 July	1 Aug	3 Aug	31 Aug
17 Aug	18 Aug	19 Aug	31 July	31 July	2 Aug	4 Aug	1 Sept
19 Aug	20 Aug	21 Aug	1 Aug	1 Aug	3 Aug	5 Aug	3 Sept
21 Aug	22 Aug	23 Aug	2 Aug	2 Aug	4 Aug	6 Aug	5 Sept
23 Aug	24 Aug	25 Aug	3 Aug	3 Aug	5 Aug	7 Aug	7 Sept
25 Aug	26 Aug	27 Aug	4 Aug	4 Aug	6 Aug	8 Aug	9 Sept
27 Aug	28 Aug	29 Aug	5 Aug	5 Aug	7 Aug	9 Aug	11 Sept
29 Aug	30 Aug	31 Aug	6 Aug	6 Aug	8 Aug	10 Aug	13 Sept
31 Aug	1 Sept	2 Sept	7 Aug	7 Aug	9 Aug	11 Aug	15 Sept
1 Sept	2 Sept	3 Sept	8 Aug	8 Aug	10 Aug	12 Aug	17 Sept
3 Sept	4 Sept	5 Sept	9 Aug	9 Aug	11 Aug	13 Aug	19 Sept
5 Sept	6 Sept	7 Sept	10 Aug	10 Aug	12 Aug	14 Aug	21 Sept
7 Sept	8 Sept	9 Sept	11 Aug	11 Aug	13 Aug	15 Aug	23 Sept
9 Sept	10 Sept	11 Sept	12 Aug	12 Aug	14 Aug	16 Aug	25 Sept
11 Sept	12 Sept	13 Sept	13 Aug	13 Aug	15 Aug	17 Aug	27 Sept
13 Sept	14 Sept	15 Sept	14 Aug	14 Aug	16 Aug	18 Aug	29 Sept
15 Sept	16 Sept	17 Sept	15 Aug	15 Aug	17 Aug	19 Aug	1 Oct
17 Sept	18 Sept	19 Sept	16 Aug	16 Aug	18 Aug	20 Aug	3 Oct
19 Sept	20 Sept	21 Sept	17 Aug	17 Aug	19 Aug	21 Aug	5 Oct
21 Sept	22 Sept	23 Sept	18 Aug	18 Aug	20 Aug	22 Aug	7 Oct
23 Sept	24 Sept	25 Sept	19 Aug	19 Aug	21 Aug	23 Aug	9 Oct
25 Sept	26 Sept	27 Sept	20 Aug	20 Aug	22 Aug	24 Aug	11 Oct
27 Sept	28 Sept	29 Sept	21 Aug	21 Aug	23 Aug	25 Aug	13 Oct
29 Sept	30 Sept	1 Oct	22 Aug	22 Aug	24 Aug	26 Aug	15 Oct
1 Oct	2 Oct	3 Oct	23 Aug	23 Aug	25 Aug	27 Aug	17 Oct
3 Oct	4 Oct	5 Oct	24 Aug	24 Aug	26 Aug	28 Aug	19 Oct
5 Oct	6 Oct	7 Oct	25 Aug	25 Aug	27 Aug	29 Aug	21 Oct
7 Oct	8 Oct	9 Oct	26 Aug	26 Aug	28 Aug	30 Aug	23 Oct
9 Oct	10 Oct	11 Oct	27 Aug	27 Aug	29 Aug	31 Aug	25 Oct
11 Oct	12 Oct	13 Oct	28 Aug	28 Aug	30 Aug	1 Sept	27 Oct
13 Oct	14 Oct	15 Oct	29 Aug	29 Aug	31 Aug	2 Sept	29 Oct
15 Oct	16 Oct	17 Oct	30 Aug	30 Aug	1 Sept	3 Sept	31 Oct
17 Oct	18 Oct	19 Oct	31 Aug	31 Aug	2 Sept	4 Sept	1 Nov
19 Oct	20 Oct	21 Oct	1 Sept	1 Sept	3 Sept	5 Sept	3 Nov
21 Oct	22 Oct	23 Oct	2 Sept	2 Sept	4 Sept	6 Sept	5 Nov
23 Oct	24 Oct	25 Oct	3 Sept	3 Sept	5 Sept	7 Sept	7 Nov
25 Oct	26 Oct	27 Oct	4 Sept	4 Sept	6 Sept	8 Sept	9 Nov
27 Oct	28 Oct	29 Oct	5 Sept	5 Sept	7 Sept	9 Sept	11 Nov
29 Oct	30 Oct	31 Oct	6 Sept	6 Sept	8 Sept	10 Sept	13 Nov
31 Oct	1 Nov	2 Nov	7 Sept	7 Sept	9 Sept	11 Sept	15 Nov
1 Nov	2 Nov	3 Nov	8 Sept	8 Sept	10 Sept	12 Sept	17 Nov
3 Nov	4 Nov	5 Nov	9 Sept	9 Sept	11 Sept	13 Sept	19 Nov
5 Nov	6 Nov	7 Nov	10 Sept	10 Sept	12 Sept	14 Sept	21 Nov
7 Nov	8 Nov	9 Nov	11 Sept	11 Sept	13 Sept	15 Sept	23 Nov
9 Nov	10 Nov	11 Nov	12 Sept	12 Sept	14 Sept	16 Sept	25 Nov
11 Nov	12 Nov	13 Nov	13 Sept	13 Sept	15 Sept	17 Sept	27 Nov
13 Nov	14 Nov	15 Nov	14 Sept	14 Sept	16 Sept	18 Sept	29 Nov
15 Nov	16 Nov	17 Nov	15 Sept	15 Sept	17 Sept	19 Sept	1 Dec
17 Nov	18 Nov	19 Nov	16 Sept	16 Sept	18 Sept	20 Sept	3 Dec
19 Nov	20 Nov	21 Nov	17 Sept	17 Sept	19 Sept	21 Sept	5 Dec
21 Nov	22 Nov	23 Nov	18 Sept	18 Sept	20 Sept	22 Sept	7 Dec
23 Nov	24 Nov	25 Nov	19 Sept	19 Sept	21 Sept	23 Sept	9 Dec
25 Nov	26 Nov	27 Nov	20 Sept	20 Sept	22 Sept	24 Sept	11 Dec
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1 Dec	2 Dec	3 Dec	23 Sept	23 Sept	25 Sept	27 Sept	17 Dec
3 Dec	4 Dec	5 Dec	24 Sept	24 Sept	26 Sept	28 Sept	19 Dec
5 Dec	6 Dec	7 Dec	25 Sept	25 Sept	27 Sept	29 Sept	21 Dec
7 Dec	8 Dec	9 Dec	26 Sept	26 Sept	28 Sept	30 Sept	23 Dec
9 Dec	10 Dec	11 Dec	27 Sept	27 Sept	29 Sept	1 Oct	25 Dec
11 Dec	12 Dec	13 Dec	28 Sept	28 Sept	30 Sept	2 Oct	27 Dec
13 Dec	14 Dec	15 Dec	29 Sept	29 Sept	1 Oct	3 Oct	29 Dec
15 Dec	16 Dec	17 Dec	30 Sept	30 Sept	2 Oct	4 Oct	31 Dec
17 Dec	18 Dec	19 Dec	1 Oct	1 Oct	3 Oct	5 Oct	1 Jan
19 Dec	20 Dec	21 Dec	2 Oct	2 Oct	4 Oct	6 Oct	3 Jan
21 Dec	22 Dec	23 Dec	3 Oct	3 Oct	5 Oct	7 Oct	5 Jan
23 Dec	24 Dec	25 Dec	4 Oct	4 Oct	6 Oct	8 Oct	7 Jan
25 Dec	26 Dec	27 Dec	5 Oct	5 Oct	7 Oct	9 Oct	9 Jan
27 Dec	28 Dec	29 Dec	6 Oct	6 Oct	8 Oct	10 Oct	11 Jan
29 Dec	30 Dec	31 Dec	7 Oct	7 Oct	9 Oct	11 Oct	13 Jan
31 Dec	1 Jan	2 Jan	8 Oct	8 Oct	10 Oct	12 Oct	15 Jan
1 Jan	2 Jan	3 Jan	9 Oct	9 Oct	11 Oct	13 Oct	17 Jan
3 Jan	4 Jan	5 Jan	10 Oct	10 Oct	12 Oct	14 Oct	19 Jan
5 Jan	6 Jan	7 Jan	11 Oct	11 Oct	13 Oct	15 Oct	21 Jan
7 Jan	8 Jan	9 Jan	12 Oct	12 Oct	14 Oct	16 Oct	23 Jan
9 Jan	10 Jan	11 Jan	13 Oct	13 Oct	15 Oct	17 Oct	25 Jan

"SEWANG" LAUNCHED AT KOWLOON.

The new steamer *Sewang*, constructed at the Hongkong and Whampoa Dock for the Sengang Steamship Company, for the run between China Coast ports and the Netherlands-Indies, was successfully launched on Saturday, the ceremony being performed by Mrs. Kockx, wife of Captain Kockx, who is to command the vessel, and who was mainly responsible for the design. As the bottle of wine was smashed against the steel sides of the vessel, Mrs. Kockx uttered the benediction *God zegene U* in Dutch, which means "God Bless You."

The *Sewang* is a handsomely modelled steel single-screw steamer, length 845 feet overall, beam 35 feet, depth moulded 16 feet 6 inches. Of the single deck type, with top-gallant fore-castle and continuous poop and bridge, combined with long boat deck and navigating bridge, she presents quite a trim appearance. Though primarily intended as a general cargo and passenger steamer, provision has been made for large measurement freight, the holds being absolutely void of obstruction. This may be said to be a special feature of the structural design. In lieu of the customary hold pillars, continuous steel girders are worked under the deck at the hatch sides, being supported by strong beams which in turn transmit any stresses to the ship's structure in a gradual manner through deep arched web frames. For the rapid loading and discharging of cargo, four powerful winches and two steam cranes are installed on the bridge deck. Water ballast may be carried in either peak tank and in the cellular double-bottom, which extends throughout the vessel. Ample accommodation is provided for the passengers and crew, all fittings, including electric light and fans, being of the most up-to-date style. The life-saving appliances are 25 per cent. in excess of British Board of Trade requirements. The machinery, fitted amidships, consists of one set of triple expansion engines, having cylinders 18 inches, 29 inches and 38 inches diameter, stroke 30 inches, and two single-ended boilers 12 feet 9 inches diameter, 10 feet 6 inches long, supplying steam at 160 lbs. working pressure, natural draught. To ensure her being thoroughly efficient and seaworthy, the designer, Captain Kockx, has had the vessel classed 100 A1, under special survey, by Mr. J. Lambert, surveyor to Lloyd's Register, also built to Board of Trade rules and regulations. When laden to the disc, it is anticipated that the deadweight carrying capacity of the *Sewang* will be 1,725 tons.

Mr. S. H. Dodwell, proposing "Prosperity to the owners of the *Sewang* and success to the ship," mentioned that the vessel was No. 535 in the dock record of ships constructed, but she was the first of her type built at the dock. He was sure she would be a success in the trade for which she was intended, between the Coast ports of China and the Straits. He mentioned that the vessel was designed under the direct and able supervision of Captain Kockx and was built to Lloyd's highest class. The Dock Company had put their best work into her, and he was confident that when finished she would be a credit to her builders and a source of profit and satisfaction to her owners. The Dock Company has under construction two other steamers of a similar type for the same owners, and he expressed the hope that they would be the forerunners of many more.

Captain Kockx, in response, acknowledged with sincere thanks the honour paid his wife by the Company in asking her to christen the first ocean-going steamer ever constructed in Hongkong for the Sengang Steamship Company, and expressed the hope that it would be one of many similar steamers built in that well-equipped dockyard. He acknowledged the valuable assistance rendered him by Mr. Gregson Brownell in designing the vessel. He asked them to join with him in drinking to the toast of "The Hongkong and Whampoa Dock Company," wishing them still greater success and prosperity in the immediate future. Mr. Dyar responded to the toast, and asked Mrs. Kockx to accept a gold watch as a souvenir of the launch.

Captain Kockx thanked the Dock Company on behalf of his wife for their valued memento.

Consul De Reus proposed "The Maritime relations of Hongkong and the Netherlands-Indies." He said some time ago some launches were built at the dock for Borneo, but this was the first big order for Kowloon from the Netherlands-Indies. The word *Sengang* in the Malay language means "prosperity," and he hoped it would be a very good omen for the trade in the Archipelago was certainly increasing, and he hoped that Hongkong, being at its doors, would launch many more ships for Netherlands-Indies ports. He hoped, therefore, that the maritime relations between Hongkong and the Netherlands-Indies in this sense would be extended, and that the Kowloon Dock would partake of a large share in this extension.

After the launching ceremony, a large number of guests assembled in the Recreation Club-room. Among those present were the Consul-General for the Netherlands (Mr. J. H. de Reus), and Mrs. de Reus, the Vice-Consul (Mr. Quist), Captain and Mrs. Kockx, Messrs. B. H. Dodwell (Chairman of the Dock Company), R. M. Dyer (Manager of the Dock), G. A. Caldwell (Secretary to the Company), J. Finlay Smith, Mr. Hansen, W. Dunbar, R. Hall, K. E. Grier, Captain Arthur, Mr. D. MacDonald (Taipei), C. D. Silas, Mr. and Mrs. Brownell, Mr. and Mrs. Ehrenfels.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Brosilia* left Shanghai on the 31st May, a.m., and may be expected here on or about the 3rd June, a.m. The str. *Takada* left Calcutta on the 29th May, and may be expected here on or about the 14th June. The P. & O. str. *Delta* left Singapore for this port on the 26th May, at 11 a.m., with the outward English mails, and is due here on the 4th June, at about 6 a.m. The American & Oriental Line str. *Royal Prince*, from New York, having left Sabagang, is due here on or about 6th June.

INTERPORT GOLF MATCH. VICTORY OF HONGKONG.**A POOR DISPLAY.**

The N.C. Daily News of Monday last gives the following account of the interport golf match played at Shanghai on the 24th May:

The competition for the Shanghai Challenge Cup, between teams representing Hongkong, Tientsin, Shanghai and the Shanghai Junior Golf Club, was held at Kiangwan yesterday in beautiful weather. As was expected, Hongkong headed the list, but none of the teams approached anything like interport form. The golf generally was of a poor character, the best card returned being that of Lieut. Gardner, of Hongkong, who did the 36 holes in 168—fourteen strokes, worse than bogey—the first eighteen in 80 and the second in 88. Apart from this score, there was nothing that called for much comment.

The conditions were: thirty-six holes, medal play; teams not to consist of more than five players, and the three best scores to count. The team returning the lowest score in the aggregate to count as winners. The course was in fine trim, considering the amount of rain that fell on Saturday, but the conditions, from a golfer's point of view, were not exactly ideal. A fairly stiff cross-wind was blowing which rather spoilt play at many of the holes, but this cannot be said to account for the poor scores made. While the driving of the majority of the players was long, such length was often obtained at the expense of direction and the putting was by no means what one would have expected.

HONGKONG AND TIENSIN'S PLAY.

Lieut. R. G. Gardner, Hongkong, played with Mr. F. W. Tower, of the Junior Golf Club, and it was in the afternoon round that he returned the best score of the day. Throughout the day he drove well, and in the afternoon started off on form that should have taken him round in less than 80. He had bad luck on the greens, however, particularly at the seventeenth hole. His first shot was short, and with the second he played over the green and then unluckily topped the ball and went into the creek. He held out in six, bogey being three. His card was:

FIRST EIGHTEEN.

5 7 4 4 3 6 3 4 6 — 42

4 3 4 7 5 5 6 4 6 — 44

86

SECOND EIGHTEEN.

5 5 5 4 5 3 3 5 — 39

6 4 5 6 4 3 4 6 5 — 43

82

The next best score for Hongkong was made by Mr. K. M. Cumming, 173, who played with Mr. E. W. Godfrey, Shanghai Golf Club.

Tientsin came second in the competition, thirteen points behind Hongkong, and the outstanding feature of their play was the score of 41 by Mr. P. O. Bolland, coming home in the afternoon.

SHANGHAI'S POOR FORM.

The play of Shanghai was far below interport form. Captain Barrett returned the best card, going round the eighteen holes in the morning in 87 and in the afternoon in 88. He played with Mr. Jasper Clark, the champion of Hongkong, whose scores were 88 and 91. Captain Barrett played very steadily, but his luck was out at the eleventh and fourteenth holes in the afternoon. At the former hole, he put his ball into the pond from the tee. He thus lost a stroke, and playing from the edge of the pond got on the left-hand side of the green in the rough. His fourth was short, and after missing his putt, he missed the sixth. Mr. Clark always seemed to be in too great a hurry, and at the sixteenth hole got into the rough with his drive. His second got into the water at the left, and after losing a stroke, he got on the green with his fourth, and then missed his putt. It was a disastrous day for the Shanghai Junior Golf Club. The best score was made by Mr. F. W. Tower, 167, and three of the five competitors averaged more than 100 for eighteen holes.

ROYAL HONGKONG GOLF CLUB.

Lieut. Gardner 86 82 168

K. M. Cumming 88 95 173

J. Clark 86 91 177

Total 518

TIENSIN GOLF CLUB.

T. W. Hill 96 84 179

T. E. Forrest 83 97 180

Total 531

SHANGHAI GOLF CLUB.

Capt. Hill 88 83 170

Major Bliss 89 87 176

P. O. Bolland 80 89 179

Total 531

SHANGHAI JUNIOR GOLF CLUB.

P. Peobles 94 93 187

E. W. Godfrey 85 99 184

F. W. Tower 50 97 147

F. Forster 93 94 187

H. E. S. Pickering 104 104 208

Total 585

SHANGHAI JUNIOR GOLF CLUB.

D. McAllister 102 111 213

T. Murray 107 112 219

Total 531

The result therefore was:—Hongkong 518, Tientsin 531, Shanghai 534, Shanghai J.G.C. 585.

The Cup was presented to Mr. T. S. Forrest, of the Hongkong team, last night at a dinner at the Shanghai Club. Sir Havilland de Saumarez, the President of the Shanghai Golf Club, presided, and in handing over the cup congratulated the Hongkong representatives on their win.

GIGANTIC OCEAN COMBINE.**GERMAN FUSION TO FIGHT BRITISH SHIPPING.**

(BY A SPECIAL CORRESPONDENT OF "THE STANDARD.")

British shipowners are confronted with the most formidable shipping combine in the history of the industry in the working arrangement which has been reached between the Hamburg-America and the Norddeutscher Lloyd companies.

There is no doubt that this combination, which represents a capital of fifteen millions sterling, is aimed mainly, indeed directly, at British Atlantic and Eastern trade. It is the keenest blow which has been struck in the fight for the Western Ocean carrying trade.

Some idea of the formidable nature of the fusion may be gathered from the following table, which sets forth the ships and tonnage of the two companies:

Ships.	Tonnage.
Hamburg-America	451 1,806,819
Norddeutscher Lloyd	168 811,000
Total	609 2,617,819

These companies are the two largest in the world, and their influence, or at any rate that of the Hamburg line, is growing steadily. Year by year, they are carrying a larger and larger share of the world's carrying trade, and both are forging ahead.

BRITISH LINES WILL FIGHT.

But British companies are more than holding their own. They, too, have shared in the great increase in ocean commerce, and shared handsomely. They are not intimidated by the fusion of the Teutonic companies, which was not unexpected, in view of the developments succeeding the bursting of the Atlantic pool and the rate war, which was arranged at the outset. Plans have been laid to counteract the combination, and any bellicose move will find the British companies prepared and armed for the fight.

Nevertheless this fusion is a very surprising thing, for the Hamburg line has been at bitter enmity with the Bremen line for a long time past. Herr Ballin burst the pool expressly to deal the Norddeutscher-Lloyd a blow and to commandeer some of their trade. He is credited with declaring that he will make the Hamburg Company the dictator of the world's shipping.

THE KAISER TAKES A HAND.

But when it came to the "pool bursting," he found himself isolated and up against a solid wall of British interests, which ranged themselves on the side of the Lloyd line. Then the Kaiser took a hand. Herr Ballin is his personal friend, and Herr Heinecke, head of the Bremen Company, has the Kaiser's ear.

His Majesty, who undoubtedly possesses great administrative and diplomatic genius, foresees a danger to Germany's commercial advancement in the enmity between the two lines, and he determined to induce them to compose their differences for the good of the Fatherland. It must have been a difficult task, for the feud between them was old and bitter, but he accomplished it, and the combine is the result. This is the inner history of the fusion.

THE FUNERAL OF VICE-ADMIRAL STOKES.**PROCESSION OVER A MILE LONG.**

The oldest inhabitant of Queenstown (the *Naval and Military Gazette* says) never witnessed such an imposing funeral cortege as that which formed to accompany the remains of Vice-Admiral R. R. S. Stokes from Admiralty House, Queenstown, to the old church graveyard. The distance is over a mile, and this head of the procession was deploying into position in the graveyard before the end of the naval and military parties taking part had cleared the town. All branches of both services were represented, and massed naval bands supplied the funeral marches. The Lord-Lieutenant of Ireland was represented by Capt. Hope. All denominations were represented, and the Most Rev. Dr. Browne, Bishop of Cloyne, walked in the procession. The coffin was borne on a gun-carriage drawn by bluejackets, and on it rested a laurel wreath from the gallant officer's widow. His mother (Lady Stokes) laid a beautiful cross of orchids on the coffin. The wreaths were magnificent, and numbered 43.

The chief mourners were Mrs. Stokes (widow) and Mrs. Downing (cousin), with whom was Mrs. Blanchflower. The pallbearers were Admiral Sir Geo. A. Ballagh (Commander-in-Chief of the Home Fleet), Major-General W. P. Bullerway (general officer commanding the 9th Division, Irish Command), Commander A. E. Everett (captain of the fleet), Brigadier-General Saville (commanding the South Irish Constabulary), Brigadier-General W. B. Doran (commanding the 17th Infantry Brigade), Capt. E. G. Barton (commanding the North of Ireland Coastguard District), Capt. Hinely, and Col. Percival.

Haulbowline Dockyard workmen ceased work at midday to attend the funeral. The Town Council walked in the centre of the procession, and the German Consul attended in uniform. All business was suspended in the town while the funeral lasted. The *Iron Duke*, flagship of Admiral Sir Geo. Callaghan, fired minute guns first, and then the cruiser *Endymion* and *Spoke* Island. At the graveyard a party of Royal Marines fired three volleys in the air. "Last Post" was sounded by a band of sailors, and simultaneously guns were fired in harbour.

The scene was most impressive. Beside the deceased admiral's grave lie officers and men who lost their lives in the *Mary Disaster* on 10th April, 1902. Many messages and wreaths came from Devonport, where the admiral last served. The King has sent a message of condolence to Mrs. Stokes, and a memorial service, which was largely attended by the service and civilian community, was held at Devonport. Vice-Admiral Stokes, before his promotion to flag rank, was Commander at Hongkong from March, 1907, to the end of October, 1908.

By Appointment to H.M. King George V.

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Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken

THE WORLD'S GREATEST OIL WELL.

THE "SHILL" SUBSIDIARY COMPANY'S WELL IN MEXICO.

The remarkable records which have been established in Mexico by the Potrero del Llano and other famous wells belonging to the Mexican Eagle and its associated concerns have evidently taken a second place to the well owned by the Corona Oil Company, which was brought into production in the early part of the present year.

This well is situated in the Panuco district, near Tampico, and the producing strata was encountered at a depth of 1,810 feet, the crude oil being of a grade suitable for refining purposes. At the time the well was completed it yielded, according to the official statement, nearly 20,000 barrels daily, but its flow rapidly increased until over 30,000 barrels daily was recorded. The gas pressure continued to increase with the great flow, until there were fears that the well would become of a wild character. It was, in fact, capped with difficulty. Recently the cap was removed for the purpose of officially testing the output of the well, and during the period the delivery pipe was open the well registered a flow at the rate of 180,000 barrels daily. The well can therefore safely be described as the world's greatest oil well. It is reported that the Corona Company intends to erect a large oil refinery, but apart from refining some of its crude oil, the company will export large quantities of fuel oil to the markets of the world.—*The Petroleum Review*.

VESSELS EXPECTED.**THE AMERICAN MAIL.**

The P.M. str. *Nile* left Yokohama on the 28th May for Hongkong via Japan ports and Manila. The United States mail has been transferred to the P. & O. str. *Deva*, and will arrive at Hongkong on the 5th June.

THE AUSTRALIAN MAILED.

The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 20th May, and may be expected to arrive here on or about the 13th June.

The N.Y.K. str. *Tango Maru* (Australian Line) left Thursday Island for this port via Manila on the 21st May, and is expected here on the 1st June.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Asia* left Shanghai on the 30th May, and is due to arrive here to-morrow, at 7 a.m.

MERCHANT STEAMERS.

The Apar str. *Ararat* from Calcutta, left Singapore on the 27th May, a.m., and may be expected here on or about the 1st June.

The N.Y.K. str. *Azusa Maru* (European Line) left Shanghai for this port on the 28th May, and is expected here on the 1st June.

The H.A.L. str. *Fürst Bülau* left Shanghai on the 29th May, p.m., and may be expected here on or about the 1st June, p.m.

The N.Y.K. str. *Tokushima Maru* (European Line) left Singapore for this port on the 27th May, and is expected here on the 2nd June.

The N.Y.K. str. *Sumano Maru* (Australian Line) left Kobe for this port via Nagasaki on the 28th May, and is expected here on the 2nd June.

The N.Y.K. str. *Kitano Maru* (European Line) left Colombo for this port via Singapore on the 21st May, and is expected here on the 2nd June.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Singapore for this port on the 28th May, and is expected here on the 4th June.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Kobe for this port via Moji on the 28th May, and is expected here on the 5th June.

The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 28th May, and is expected here on the 7th June.

The East Asiatic Co.'s str. *Annam* left Port Said on the 21st May, and may be expected here on or about the 18th June.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via ports on the 28th May, and is expected here on the 18th June.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 18th May, and is expected here on the 18th June.

The N.Y.K. str. *Hirano Maru* (European Line) left London for this port via ports on the 23rd May, and is expected here on the 30th June.

NOTICES TO CONSIGNEES.**NOTICE TO CONSIGNEES.**

THE P. & O. S. N. Co.'s Steamer

"BORNEO." Arrived Hongkong on 24th May, 1914. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 3 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DONOVAN, at 10 a.m. on MONDAY and TUESDAY. All Claims must be presented within ten days of the date of arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 25th May, 1914.

"SHIRE" LINE OF STEAMERS, LTD.**NOTICE TO CONSIGNEES.**

FROM EUROPE, ETC.

THE Steamship

"CARNARVONSHIRE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 1st June, at 6 p.m., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on the 30th inst., at 9.30 a.m. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 25th May, 1914.

NORDDEUTSCHER LLOYD, BREMEN.**IMPERIAL GERMAN MAIL LINE.****NOTICE TO CONSIGNEES.****THE Steamship**

"COBLENZ," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 9.30 a.m.

All Claims must reach us before the 10th June, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 26th May, 1914.

NORDDEUTSCHER LLOYD BREMEN.**IMPERIAL GERMAN MAIL LINE.****NOTICE TO CONSIGNEES.****THE Steamship**

"COEDEN," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 9.30 a.m.

All Claims must reach us before the 10th June, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 27th May 1914.

THE NEW FRENCH REMEDY.**THERAPION No. 1**

CHRONIC DYSPEPSIA, NERVOUS AND GOUTY AFFECTIONS.

THERAPION No. 2

CHRONIC DYSPEPSIA, NERVOUS AND GOUTY AFFECTIONS.

THERAPION No. 3

CHRONIC DYSPEPSIA, NERVOUS AND GOUTY AFFECTIONS.

SOLD BY LARSEN'S CHEMISTS, FRANKLIN'S BUILDING, 25.

SOLE WHOLESALE AGENTS: HONGKONG, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 6

VESSELS ON THE BERTH

HONGKONG-BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On or about 5th June.

For freight or information apply to—

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 14th May, 1914. [707]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION

COMPANY.

STEAM FOR STRAITS, CEYLON,

AUSTRALIA, INDIA, ADEEN,

EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERMAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA"

Captain W. R. Hickey, carrying His

Majesty's Mails, will be despatched from

this port for BOMBAY, on SATUR-

DAY, the 6th June, 1914, at Noon, taking

Passengers and Cargo for the above Ports, in

connection with the Co.'s s.s. "MALOA,"

which will be received at the Office

in which vessel is secured before departure

from Hongkong.

Silk and Valuable and Tea and Cargo for

France and London (under arrangement)

will be transhipped at Colombo into the

Mail Steamer proceeding direct to

Marseilles and London. Other Cargo for

London, etc., will be conveyed via Bombay

and transhipped to the s.s. "ANAKA," due in

London on the 18th July, 1914.

Passes will be received at the Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 26th May, 1914. [1]

GLEN LINE

(McGREGOR, GOW & CO.), LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENROY,"

Captain H. W. L. Holman, will be despatched

for the above Ports on or about 12th June.

Saloon Passage, Hongkong to London

£40.

For freight or passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 28th May, 1914. [766]

HONGKONG METEOROLOGICAL

REGISTER.

Hongkong Observatory, May 31st

Previous On Date On Date

Day at 2 p.m. 6 a.m. 2 p.m.

Barometer ... 29.84 29.99 29.83

Temperature ... 79 75 73

Humidity ... 68 84 59

Wind Direction ... East North East

Force ... 4 2 2

Weather ... 0 0 0

Rain ... 0 0 0

Highest open air Temperature on 30th ... 81

Lowest open air Temperature on 30th ... 76

HONGKONG TIDE TABLE.

From 1st to 5th June, 1914.

High Water Low Water

Days of Week Days of Month

H'kong. Mean Time Height

H'kong. Mean Time Height

Mon. 1 4 23 4 0 6 35 1 4 3 8

Tues. 2 4 55 4 1 10 32 1 4 3 6

Wed. 3 5 25 4 2 10 52 1 4 3 5

Thurs. 4 5 55 4 3 11 35 1 4 3 2

Fri. 5 6 30 4 4 12 14 1 4 3 1

Satur. 6 7 1 4 8 1 24 1 4 3 0

Sun. 7 7 40 4 9 1 28 1 4 3 0

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A" nearest Hongkong "B," midway between Hongkong and Kowloon "C," and those vessels berthed at the Kowloon Wharf "D," together with the number denoting the section.

SECTIONS. 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 6th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NOVATA	Brit. str.	—	H. R. Hetherington	P. & O. S. N. Co.	About 10th inst.
LONDON & ANTWERP	GLENROY	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	About 12th inst.
LONDON & ANTWERP	DEWBIGSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co. Ltd.	On 16th inst.
MARSEILLES VIA SAIGON, SPORE, COLOMBO, PORT SWAN	MARSHALL	Brit. str.	—	J. Nagano	YAMAGUCHI & Co.	On 3rd inst. at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ANTHUS MARU	Jap. str.	—	Buch	HAMBURG-AMERICA LINE	On 4th inst.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	BRASLIA	Ger. str.	—	Karberg	HAMBURG-AMERICA LINE	About 24th inst.
MARSEILLES & HAMBURG, &c.	SUNDARE	Ger. str.	—	—	MELCHERS & Co.	On 4th July.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	BORKUM	Ger. str.	—	Geissel	HAMBURG-AMERICA LINE	On 13th July.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	SEGOVIA	Ger. str.	—	Diedrichsen	HAMBURG-AMERICA LINE	On 20th July.
ROTTERDAM & HAMBURG	GOLDENFELS	Ger. str.	—	Kotzke	HAMBURG-AMERICA LINE	On 18th inst.
ROTTERDAM & HAMBURG	EMDEN	Ger. str.	—	Jäger	HAMBURG-AMERICA LINE	On 19th July.
HAYRE & HAMBURG, &c.	FURST BUELOW	Ger. str.	—	Gretchenbrun	HAMBURG-AMERICA LINE	On 15th inst.
HAYRE, ROTTERDAM, HAMBURG & ANTWERP	WUCHTENBERG	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 15th inst.
HAYRE, BREMEN & HAMBURG, &c.	PREUSSEN	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 15th inst.
VICTORIA, B.C., SEATTLE & VIA SHANGHAI, &c.	SANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst.
VICTORIA, B.C., & TACOMA VIA JAPAN, &c.	SAKONIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 15th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI &c.	SEATTLE MARU	Jap. str.	—	T. Saito	HAMBURG-AMERICA LINE	On 15th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLYMOUTH	MONTMOUTHSHIRE	Brit. str.	—	N. Kobayashi	OSAKA SHOSSEN KAISHA	On 15th inst.
TRIESTE, VENICE VIA SINGAPORE, &c.	NIPPON	Brit. str.	—	—	JARDINE, MATHESON & Co. Ltd.	On 15th inst.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	APRICA	Brit. str.	—	—	SANDER, WHEELER & Co.	On 15th inst.
NAPLES, GENOA, ALGERIA, GIBRALTAR, SAMPSON, &c.	PRINCE LUDWIG	Brit. str.	—	—	MELCHERS & Co.	On 15th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF ASIA	Brit. str.	—	—	THE BANK LINE LIMITED	About 5th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 10th inst. at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MANCHURIA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 1st July, at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NILE	Brit. str.	—	—	PACIFIC MAIL S.S. CO.	On 6th inst. at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TENTO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. CO.	On 16th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	—	YAMAGUCHI & Co.	On 16th inst.
AUSTRALIAN PORTS VIA MANILA	CHANGHUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 3rd inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	—	DEUTSCH-AMERICA LINE	On 3rd inst.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	—	MELCHERS & Co.	On 13th inst. at 1 A.M.
JAPAN	YIMARU	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 19th inst.
Kobe	PRINCE SIGISMUND	Brit. str.	—	—	JAVA-CHINA JAPAN LINE	On 19th inst.
Kobe & YOKOHAMA	KITANO MARU	Jap. str.	—	—	MELCHERS & Co.	On 19th inst.
Kobe & YOKOHAMA	YOKOHAMA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst.
NAGASAKI, Kobe & YOKOHAMA	TOKYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst.
SHANGHAI	LIANGCHOW	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI	WINGANG	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI	LUCROW	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI	DELTA	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI	CHUANG	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI	AFRICA	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI, MOJI & Kobe	PENANG MARU	Jap. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI & TIENTSIN	YINGHOW	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI, Kobe & MOJI	ARRATON APOLE	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI, Kobe & YOKOHAMA	PREUSSEN	Ger. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI	SHANGHAI	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI, NAGASAKI, Kobe & YOKOHAMA	DEUTSCH-AMERICA	Ger. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI, MOJI, Kobe & YOKOHAMA	YOKOHAMA	Jap. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI, Kobe & YOKOHAMA	YOKOHAMA	Jap. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SHANGHAI	YOKOHAMA	Jap. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SWATOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SWATOW VIA SWATOW & AMOY	SORU MARU	Jap. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
TAMUO VIA SWATOW & AMOY	DANIN MARU	Jap. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SWATOW, AMOY & POCHOW	HAIYANG	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SWATOW, AMOY, NINGPO & SHANGHAI	WUHU	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SWATOW, AMOY & POCHOW	LAICHING	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SWATOW, WEIHEI, CHEFOO & TIENTSIN	WUHU	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SWATOW, AMOY & POCHOW	LAICHING	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
MANILA, MANGARIN, CEBU & ILOILO	RUBI	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
MANILA, MANGARIN, CEBU & ILOILO	LOONGSANG	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	YAN	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
BOMBAY VIA SINGAPORE & COLOMBO	ZARBO	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SINGAPORE, PENANG & CALCUTTA	TIBODAN	Dut. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SINGAPORE, PENANG & CALCUTTA	BOMBAY MARU	Jap. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SINGAPORE, PENANG & CALCUTTA	LUZON MARU	Jap. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SINGAPORE, PENANG & CALCUTTA	CHAGOSY APCAR	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
SANDAKAN	FOOKSANG	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
PAKHOI & HAIPHONG	HAKATA MARU	Jap. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
JESSELTON, KUDAT & SANDAKAN	HUNGKANG	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
	SUNGKIANG	Brit. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.
	BOENHO	Ger. str.	—	—	DEUTSCH-AMERICA LINE	On 19th inst.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STAMENES	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STAMENES	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPEROR OF ASIA	Wed'day 10 June	13 June	14 June	16 June	18 June	27 June	2 July	9 July	1 May	8 May	EMPEROR OF ASIA	14 May	23 May	26 May	28 May	30 May	2 June
EMPEROR OF JAPAN	Thurs. 25 June	28 June	30 June	2 July	4 July	16 July	23 July	30 July	8 May	15 May	MONTEAGLE	20 May	5 June	8 June	10 June	13 June	16 June
MONTEAGLE	Wed'day 4 July	Moji 6 July	8 July	11 July	12 July	25 July	30 July	6 Aug.	15 May	22 May	EMPEROR OF JAPAN	28 May	11 June	12 June	14 June	16 June	19 June
EMPEROR OF RUSSIA	Wed'day 8 July	N'saki 12 July	14 July	16 July	18 July	25 July	30 July	6 Aug.	29 May	5 June	EMPEROR OF RUSSIA	11 June	22 June	23 June	25 June	27 June	1 July
EMPEROR OF INDIA	Wed'day 22 July	25 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.	12 June	19 June	EMPEROR OF INDIA	25 June	9 July	10 July	12 July	14 July	17 July

PASSAGE RATES—HONGKONG TO LONDON.

Via QUEBEC via NEW YORK.

EMPEROR OF RUSSIA Meals and Sleeping £71.10 £71.10

EMPEROR OF ASIA Car Bath across £65 — £65 —

EMPEROR OF INDIA Canada 28 additional £43 — £45 —

MONTEAGLE

Hour of Departure—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the

United States and Europe have the option of returning from San Francisco by the

steamers of the PACIFIC MAIL S.S. CO. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants,

Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-

SIBERIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA"

registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine

steamers, the finest, fastest and most luxurious on the Pacific. Their passenger

accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library,

Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic

Steamers, "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND."

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless

Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF

JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please

Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SHANGHAI

SHANGHAI, PENANG & CALCUTTA

SANDAKAN

SHANGHAI

MANILA

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 4th June	Freight and Passage
LONDON via UGUAU PORTS	DEVANHA	Noon 6th June	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NOVARA	About 10th June	Freight and Passage
SHANGHAI, MOJI, KOBE, NAGOYA and YOKOHAMA	Capt. W. H. Sweny, R.N.R.	About 14th June	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st June, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU, and ILOILO	"TAMING"	On 2nd June, 4 P.M.
SHANGHAI	"LIANGHONG"	On 2nd June, 4 P.M.
SHANGHAI and HAIPHONG	"SUNGKIANG"	On 2nd June, 10 A.M.
SWATOW, AMOY, NINGPO, and SHANGHAI	"WUHO"	On 4th June, 10 A.M.
SHANGHAI	"LUCHOW"	On 4th June, 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO, and TIENTSIN	"KUEICHOW"	On 5th June, 10 A.M.
SHANGHAI and TIENTSIN	"YINGHONG"	On 6th June, 10 A.M.
MANILA, CEBU, and ILOILO	"TEAN"	On 9th June, 4 P.M.
SHANGHAI	"SHAOHSING"	On 9th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft, on "TAMING" and "TEAN."

SHANGHAI AND TIENTSIN LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "KANCHOW," "LIANGHONG," "LUCHOW" and "YINGHONG," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TIENTSIN, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 1st June, 1914.

TELEPHONE 36. AGENTS.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "AFRICA," 8,840 tons, will leave as above on 15th June, at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers, no extras, no tips, no inside cabins.

Stowage, Luggage, and Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), \$54 1st, \$36 2nd, \$19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) via STRAIT (CALCUTTA), COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "NIPPON," 13,560 tons, will leave as above on 1st June, at 5 P.M.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers, No Surtax, Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London, BY SIMPLON EXPRESS.

Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class 1 \$28.15, II \$21.5.

BY ST. GOTTHARD EXPRESS.

Via Venice, Milan, St. Gotthard, Lausanne, Bern, Lucerne, Basel, Calais or Boulogne, Class 1 \$28.15, II \$21.5.

BY BERNESE EXPRESS.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class 1 \$20.11, II \$15.9.

BY TAVERN EXPRESS.

Via Munich, Cologne, Hook or Flushing, Class 1 \$17.15, II \$13.5.

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 1st June, at 6 A.M.

FARES: Hongkong-Shanghai, \$6 1st, \$4 2nd, \$3 3rd Class.

to KOBE via SHANGHAI, YOKOHAMA.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North & South America.

SANDER, WIELE & Co., AGENTS,
Hongkong, 15th May, 1914. Prince's Building. 143

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY and FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 2nd June, at 11 A.M.
"HAICHING"	Capt. W. O. Pasmore	FRIDAY, 5th June, at 11 A.M.
"HAITAN"	Capt. A. H. Stewart	TUESDAY, 9th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. Evans	WEDNESDAY, 3rd June, at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 30th May, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
"ST. ALBANS"	13th June	On 19th June, 10 A.M.
"EASTERN"		On 10th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to—

GIBB, LIVINGSTON & Co.,

AGENTS.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	TUES., 16th June.
* NIPPON MARU	11,000—18 knots	TUESDAY, 23rd June.
SHINYO MARU	22,000—21 knots	TUES., 14th July.
CHIYO MARU	22,000—21 knots	TUES., 4th Aug.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	\$60.	" " " " £96.10.
" " " " SAN FRANCISCO	\$45.	" " " " £68.

SPECIAL SUMMER RATES TO JAPAN.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO. SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDLEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Sails Hongkong for Australia
"CHANGSHA"		3rd June.
"TAIYUAN"	1st July.	7th July.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For Freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 23rd May, 1914. TELEPHONE No. 35. AGENTS.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of May.	JAPAN	Second half of May.
TJIBODAS	JAVA	Second half of May.	JAVA	First half of June.
TJIKINI	JAPAN	First half of June.	JAVA	First half of June.
TJIMANOEK	JAVA	First half of June.	SHANGHAI	First half of June.
TJIPANAS	SHANGHAI	First half of June.	JAVA	First half of June.
TJILATJAP	JAVA	First half of June.	JAPAN	First half of June.
TJILIWONG	JAVA	First half of July.	JAPAN	First half of July.
TJITAROEM	JAVA	First half of July.	SHANGHAI	First half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yark Buildings, 1st Floor.

Hongkong, 6th May, 1914.

Telephone No. 1574.

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THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS. BANKERS, &c.

Head Office for the Far East:—15, DES VUEX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1914.

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, LISBON, SOUTH AMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG," Capt. F. von BINDER	18,300	Wednesday, 10th June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. Proch	17,000	About Thursday, 11th June.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. H. Schmitt	6,750	Saturday, 13th June, at 1 A.M.
KOBE	"PRINZ SIGISMUND," Capt. A. Hertzog	6,000	About Tuesday, 23rd June.
JESSELTON, KUDAT and SANDAKAN	"BORNEO," Capt. J. Koehle	5,000	Friday, 12th June, at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

HOMEWARD.

Steamship	about	Steamship	about
"DURENDART"	9th June.	FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "BORKUM"	about End of June.
		FOR MARSEILLES, BREMEN/HAMBURG: S.S. "ALTAR"	Beginning of July.
		FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "DURENDART"	Middle of July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD. MELCHERS & CO..

GENERAL AGENTS.

Hongkong, 26th April, 1914.

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THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND OUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Ships ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNTON & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT of EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK" 150

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ABRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SHANGHAI, KOBE and MOJI on 7th June.

S.S. "TAKADA," 5,800 tons, Captain J. E. O'Sullivan, will be despatched for KOBE and MOJI on 15th June.

WESTWARD

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 2nd June.

S.S. "DUNERA," 5,589 tons, Capt. E. G. M. Dickinson, will be despatched as above on 16th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.

Hongkong, 26th May, 1914.

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